resource management

7.1 Resource Management Concept

The Specific Plan seeks to protect and enhance the natural resources of the Valley through careful site design and management of the built environment. The Specific Plan concentrates development in areas that have been developed and/or disturbed in the past, thereby minimizing the conversion of natural areas to urban uses. Landscaping and open space corridors are integrated with the surrounding natural environment, with an emphasis on the relationship between the Village and the mountain. The Squaw Creek corridor would be widened and rezoned Conservation Preservation to protect the creek from encroaching development and to provide the width necessary to allow enhancement of the creek's natural function. Further, the Specific Plan protects and manages surface and groundwater quality through aggressive use of low impact development (LID) measures and best management practices (BMPs). The mix of land uses within the Village would minimize the need for residents and visitors to travel outside of the Valley during their stays. By reducing reliance on vehicles, the Specific Plan would minimize air pollutants and greenhouse gasses. Further, the Specific Plan encourages a variety of "Green" building measures, which are intended to minimize water demand and energy use.

7.2 Resource Management Goals

Goal RM-1: Preserve and enhance important natural resources within and near the Plan Area through conservation, enhancement, and, where removal or degradation of such resources cannot be avoided, mitigation.

Goal RM-2: Reduce reliance on non-renewable energy and the emission of air pollutants and greenhouse gasses.

Goal RM-3: Strive to meet and/or exceed the standards set for energy efficiency and reduction of greenhouse gasses by programs like LEED certification.

Goal RM-4: Design and construct building and outdoor areas in a manner that protects people from avalanche hazards.

7.3 Squaw Valley Creek Corridor

Squaw Creek is a perennial stream that originates in the rocky slopes north of the Plan Area, and flows through the Plan Area then east to the Truckee River. Most of the reach of Squaw Creek within the Plan Area is confined within a trapezoidal channel built by the Army Corps of Engineers in the 1950s in preparation for the 1960 Olympic Winter Games. Although the Creek continues to provide some support for fisheries, birds and other animal species, channelization of the Creek has degraded its value as habitat. The channel has also altered the downstream portion of Squaw Creek as a result of sediment deposition and increased velocities. East

of the Plan Area, the Creek meanders through the meadow and golf course.

The Specific Plan would improve conditions in Squaw Creek by providing a 150' to 200' foot wide corridor for the length of the creek. This corridor will allow for maintenance and/or improvement of riparian functions and values, which includes groundwater recharge, sediment deposition, terrestrial, avian, and aquatic habitat, and flood protection. Principals of 'eco-revelatory' design will be incorporated into Conservation Preserve areas, and will include a Class 1 bike and walking trail along the corridor, as well as interpretive signage and viewing areas.

Prior to development of infrastructure associated with the ski resort and 1960 Olympics, historical channel functions in this area likely consisted of sediment deposition, active channel migration, and alluvial fan formation. Flood control channels are now in place to control these processes and protect property and infrastructure. As a result, sediment which was once deposited near the confluence at the western portion of the Specific Plan Area is now transported downstream, with active deposition and associated channel migration at the mouth of constructed flood control channels. Additionally, the 'Olympic Channel' receives water and sediment from portions of the existing parking lot and from steeper areas to the south of the Specific Plan area, and transmits relatively high sediment loads directly to Squaw Creek.

To offset impacts associated with sediment deposition at the downstream end of flood control channels, as well as incoming sediment from the Olympic Channel, the Conservation Preserve will be widest at the downstream (east) end of the Specific Plan Area. The proposed width will allow for floodplain restoration, sediment deposition and active sediment management/removal at the confluence of the Olympic Channel and Squaw Creek. The proposed Conservation Preserve and restored floodplain width are consistent with restoration alternatives identified and developed by the Friends of Squaw Creek and Placer County, and will be designed to include grade control structures and oxbow depression features water retention, groundwater recharge, and for collection and management of coarse sediment. Channel capacity will be increased in these areas, offsetting potential impacts to the 100-year floodplain. Floodplain wetlands will be created, enhancing functionality and acreage of wetlands in this portion of the site, helping to mitigate for potential impacts to wetlands and waters of the United States and State of California associated with implementation of the Specific Plan.

Policy SC-1: Squaw Creek and the adjacent riparian area shall be designated Village-Conservation Preserve, and activities within the corridor shall be limited to those that improve the creek. In addition to measures designed to protect and enhance the creek and riparian corridor, minor improvements that have minimal impact, such as trails, shall be allowed within the corridor.

Policy SC-2: No buildings or structures over 200 sf shall be constructed within the Squaw Creek riparian corridor.

Policy SC-3: Roads, bridges, paths and other facilities located within the riparian corridor shall not encroach on the creek channel, and shall be designed to minimize impacts on the creek habitat and stormwater capacity.

Refer to Figures 7.1 to 7.4 for interpretive park plans.

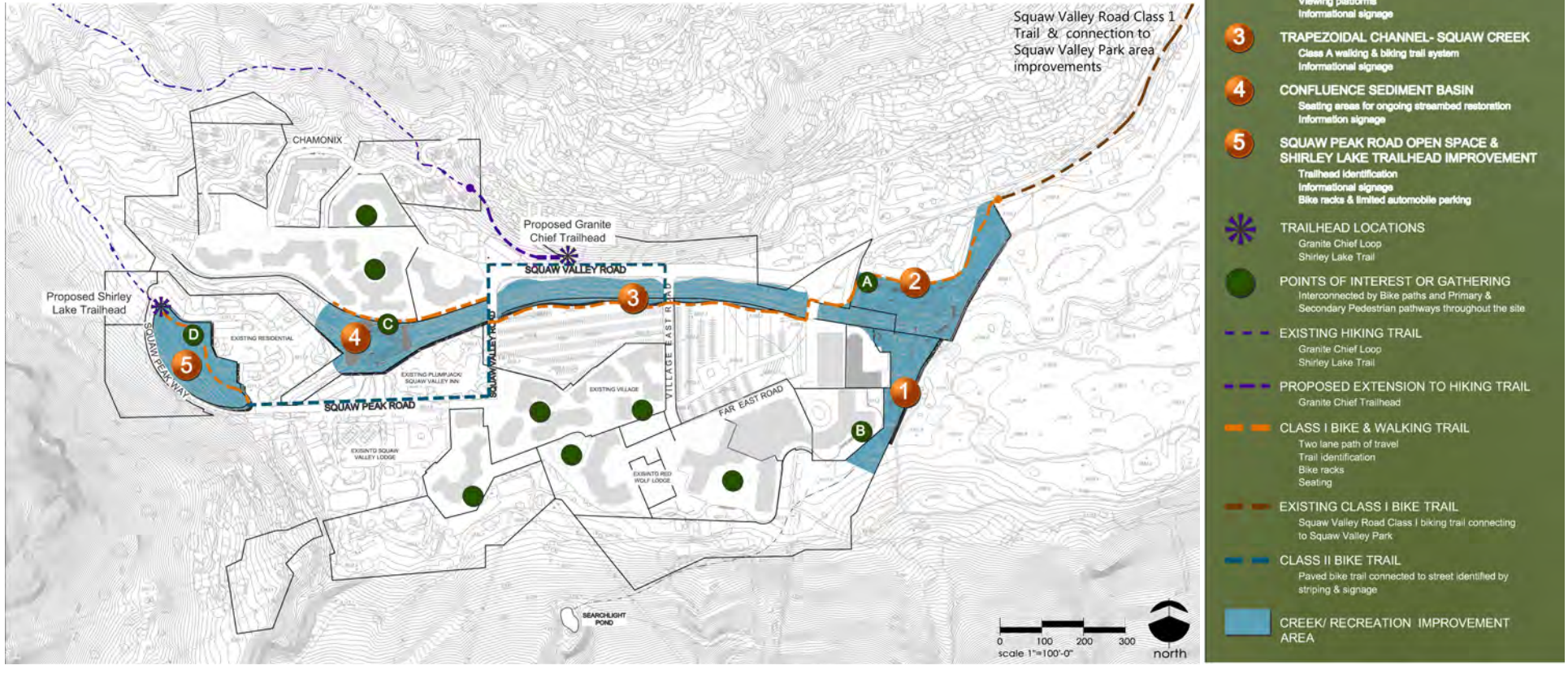


Figure 7.1– Creek Restoration and Recreation Area Plan

Footnotes: Figures 7.1 to 7.4 depict conceptual plans for an interactive trail system along the restored Squaw Creek.

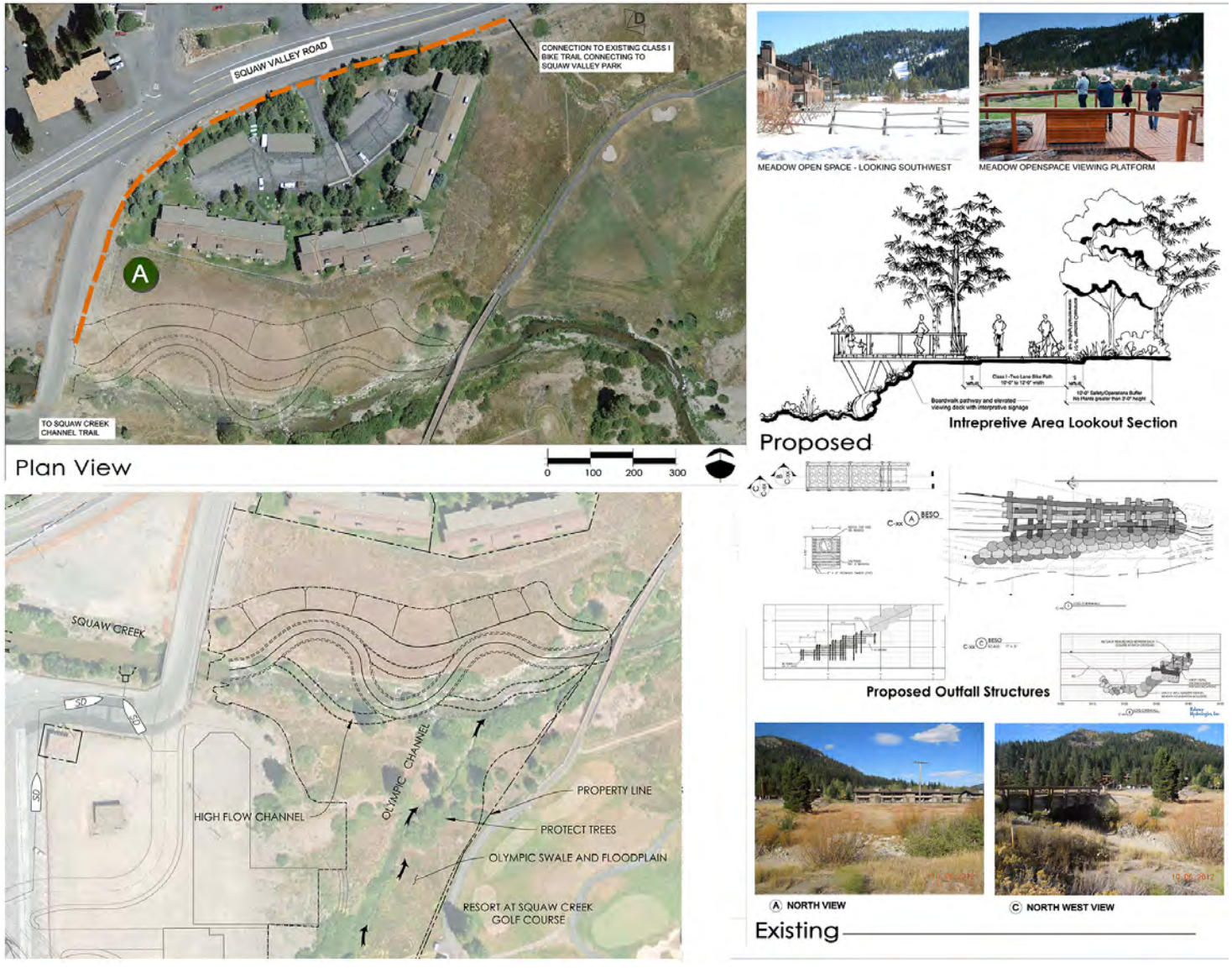


Figure 7.2– Creek Restoration and Recreation Area Plan

Footnotes: Figures 7.1 to 7.4 depict conceptual plans for an interactive trail system along the restored Squaw Creek.

Figure 7.3– Creek Restoration and Recreation Area Plan

Footnotes: Figures 7.1 to 7.4 depict conceptual plans for an interactive trail system along the restored Squaw Creek.

Figure 7.4– Creek Restoration and Recreation Area Plan

Footnotes: Figures 7.1 to 7.4 depict conceptual plans for an interactive trail system along the restored Squaw Creek.

7.4 Biological Resources

The Specific Plan seeks to protect and enhance the natural resources of the Valley by concentrating development in areas that have been developed and/or disturbed in the past, integrating landscaping and open space with the surrounding natural environment, aggressively protecting and managing water quality, minimizing the use of vehicles, and preserving and enhancing Squaw Creek and the surrounding riparian area.

The majority of the Plan Area has been disturbed in the past. The developed and disturbed areas, representing about 71 percent of the Plan Area, provide limited habitat value. As shown in Figure 7.5 – Biological Resources, there are portions of the Plan Area that support biological habitat, primarily along the edges and in the northwest and western portions. Biological communities in the Plan Area are composed of mixed conifer forest, creek/riparian and meadow. Approximately 18 acres are mixed conifer forest, located primarily in the western, northwestern, northern and southeastern portions of the Plan Area.

7.4.1 Wetlands

There are several types of wetlands that occur in the undeveloped portions of the Plan Area, including Squaw Creek, perennial, intermittent and ephemeral drainages, seeps, a swale and wet meadow. In some cases, these wetlands are located in disturbed areas with minimal habitat value. See Figure 7.6 – Wetlands.

Policy WE-1: Development shall avoid wetlands located within the 100-year floodplain to the extent feasible.

Policy WE-2: To the extent feasible, wetlands shall be avoided, unless relocation and/or modification of the wetland would increase the functional value of the wetland and/or receiving waters.

Policy WE-3: When wetlands cannot be avoided, a mitigation plan shall be developed before site disturbance.

Policy WE-4: Relocation, reconstruction and other changes in wetlands shall be designed in consultation with the Lahontan Regional Water Quality Control Board and the Army Corps of Engineers, and shall meet all applicable state and federal regulations.

Policy WE-5: The drainage system shall be designed to enhance the habitat value and water quality along the southern and eastern edges of the Plan Area.

Policy WE-6: BMPs, LIDs and other measures shall be employed to ensure that water quality is not degraded in Squaw Creek or preserved wetlands.

Please also see Section 7.6 which describes in detail strategies for protecting water quality within the Plan Area.

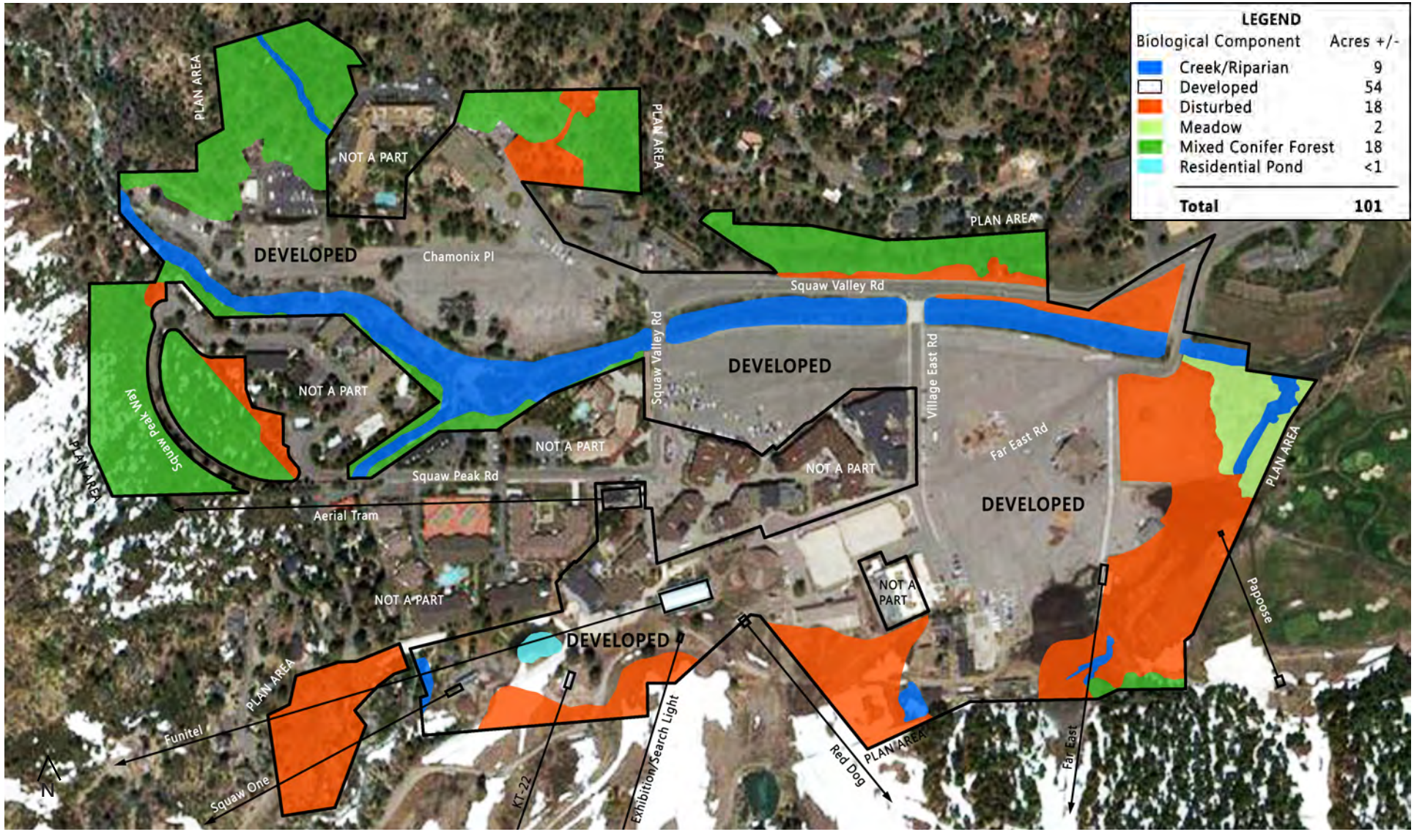


Figure 7.5– Biological Resources

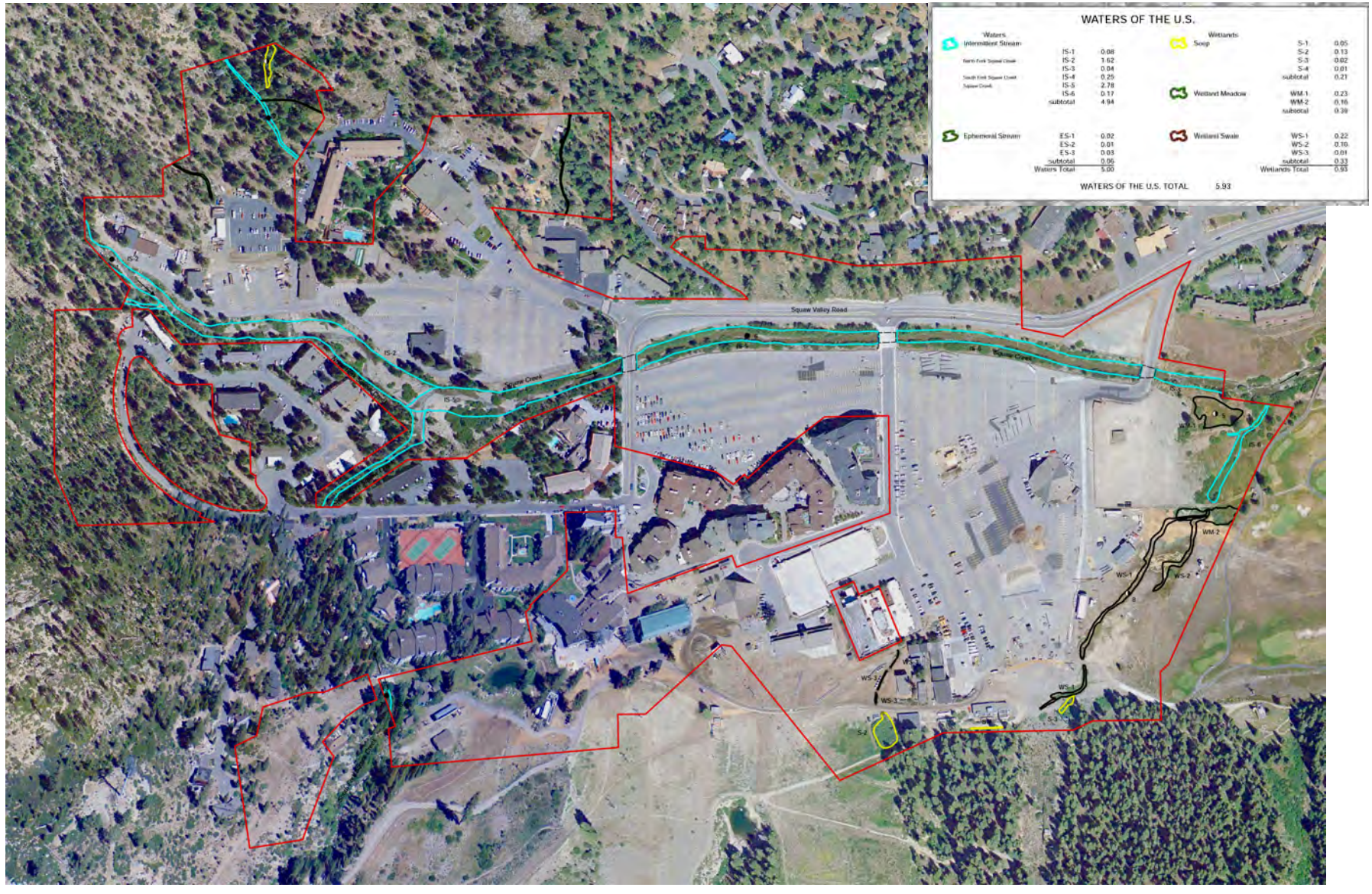


Figure 7.6– Wetlands

7.4.2 Plants and Wildlife

The biological communities in the Plan Area provide habitat for several special-status species. There are several listed plant species that could occur in the conifer forest or riparian areas, including two federally-listed species—starved daisy and Donner Pass buckwheat. Squaw Creek provides habitat for several species, including brown, brook and rainbow trout. The creek also has habitat that could support the Lahontan cutthroat trout, a federally-listed species recently reintroduced into Lake Tahoe. Squaw Creek and an unnamed tributary also could support Sierra Nevada yellow-legged frog. Birds that might breed and/or forage in the Plan Area include yellow warbler, willow flycatcher, and northern goshawk. Two state-listed mammals, Sierra Nevada Beaver and Sierra Nevada snowshoe hare, may also occur within the Plan Area. At the time the Specific Plan was prepared, protocol surveys for these species had not been conducted. For the most part, such surveys are most appropriate shortly before construction commences, as these species are mobile, and may change their nesting sites year to year.

The Specific Plan minimizes impacts on special-status species by concentrating the highest-impact activities, including dense development and public pathways and gathering spots, in areas that are already developed and therefore not attractive to animal and plant species that are not urban tolerant. Further, a riparian corridor would be developed for the length of Squaw Creek would provide native vegetation that would serve as nesting and foraging habitat for yellow warbler and willow flycatcher. Over time, creek restoration and enhancement would improve habitat for fisheries.

Policy PW-1: Protocol surveys for special-status species shall be conducted prior to any disturbance of habitat areas (shown in Figure 7.1 – Biological Resources) and prior to removal of any tree during the active nesting season (February – September).

Policy PW-2: If special-status species are identified during pre-construction surveys, appropriate buffers and other protective measures shall be developed in consultation with the USFWS, DFG and Placer County.

Policy PW-3: Protocol level surveys for protected birds shall be conducted prior to removal of any tree during the active nesting season (February through September). Construction and other activities shall be avoided in the vicinity of active nests and nursery sites, unless it can be determined, in consultation with the appropriate agency (USFWS or DFG) that the activities would not disrupt the nesting species.

Policy PW-4: Impacts to sensitive and special status species shall be mitigated in accordance with State and Federal trustee agency requirements.

7.4.3 Trees

As indicated above, there are approximately 18 acres of conifer

forest within the Plan Area, which represents the densest concentration of native trees. There are also small stands of trees scattered throughout the developed portions of the Plan Area. An arborist report identifies a total of 2,275 trees over 6 inches at breast height (dbh), of which approximately 550, or 25 percent, were found to be unhealthy enough to warrant removal.

Policy TR-1: To the extent feasible, healthy trees shall be avoided.

Policy TR-2: Where healthy trees must be removed, each project shall compensate for the loss of trees through compliance with the County Tree Ordinance.

Policy TR-3: Each project that removes commercial-grade trees shall be responsible for preparation of a Timber Harvest Plan or THP exemption, if applicable, and/or compliance with a master THP, if one is in force. Preparation of a THP does not exempt tree removal from the County Tree Ordinance.

7.5 Cultural Resources

7.5.1 Prehistory

The Plan Area falls within the center of Washoe territory, and once provided fishing and hunting grounds for this tribe. Pre-historic sites have been identified in Squaw Valley. However, no such sites appear to exist within the Plan Area. A field survey of all undeveloped parcels within the Plan Area identified one prehistoric artifact, but it was not considered significant. As with any area that had been subject to pre-historic habitation and activity, there is always the possibility that subsurface resources are present, and could be disturbed during construction activities.

Policy CR-1: If cultural resources (pre-historic or historic) are revealed during project construction, work will stop in the immediate vicinity and a qualified archaeologist and/or Native American consultant (if the find is prehistoric) shall be contacted to assess the nature and significance of the find. In addition, the Planning Services Division and Department of Museums will be notified concurrent with the retention of a qualified archeologist. If human remains are discovered, all work shall stop immediately and the County coroner shall be notified, consistent with State law. If the remains are found to be Native American, both the Native American Heritage Commission and members of the Washoe Tribe (or other identified descendants) must be notified to insure that proper treatment is given to the burial site.

7.5.2 History

Squaw Valley was first settled by Europeans during the 1840s, and served as a short cut from Carson City to the mining camps in the Sierra foothills. In the 1860s, silver ore was discovered near the mouth of Squaw Creek, which resulted in the rapid but brief development of two towns within the Valley. Following the collapse of mining, dairy farming and ranching became

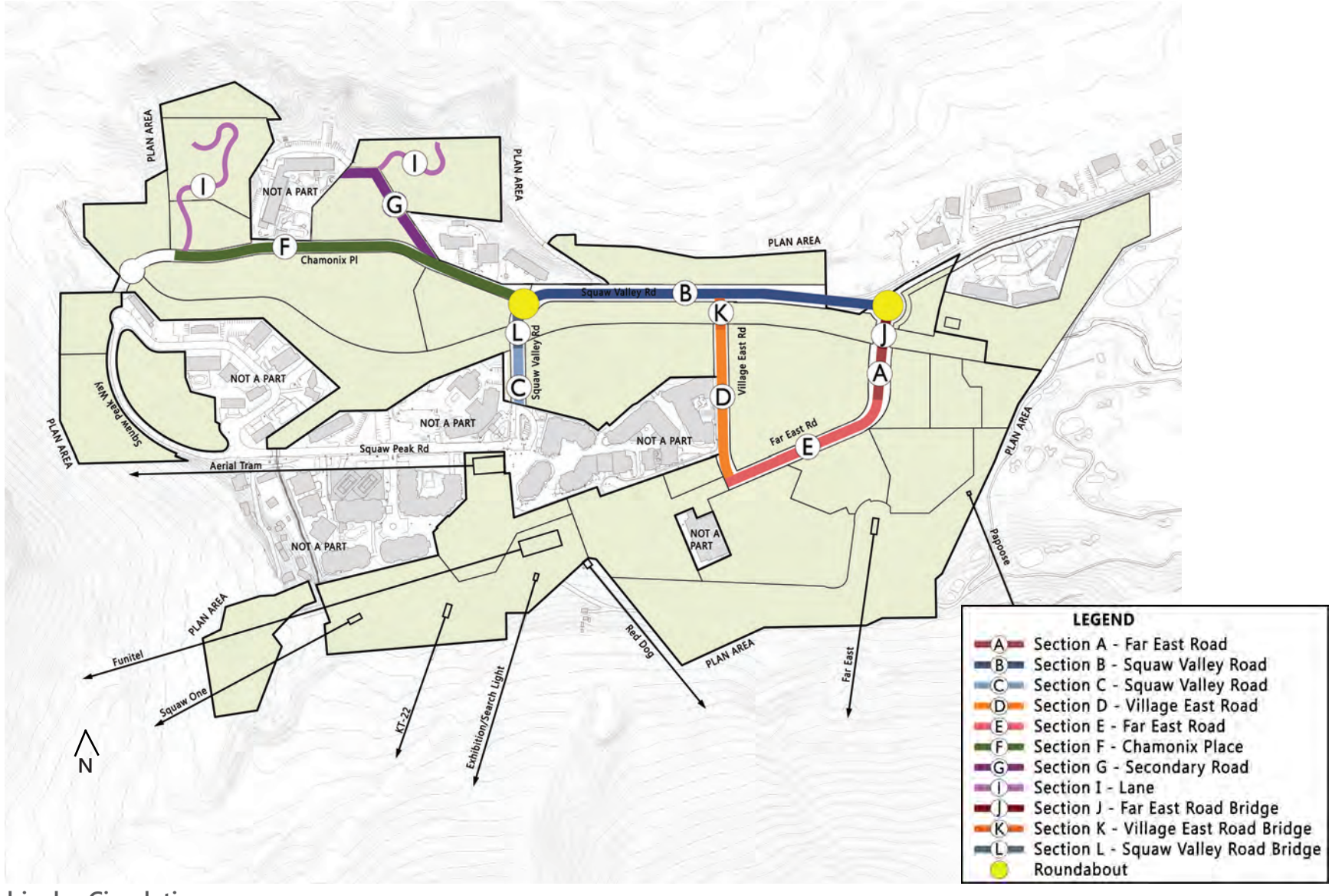


Figure 5.3–Vehicular Circulation

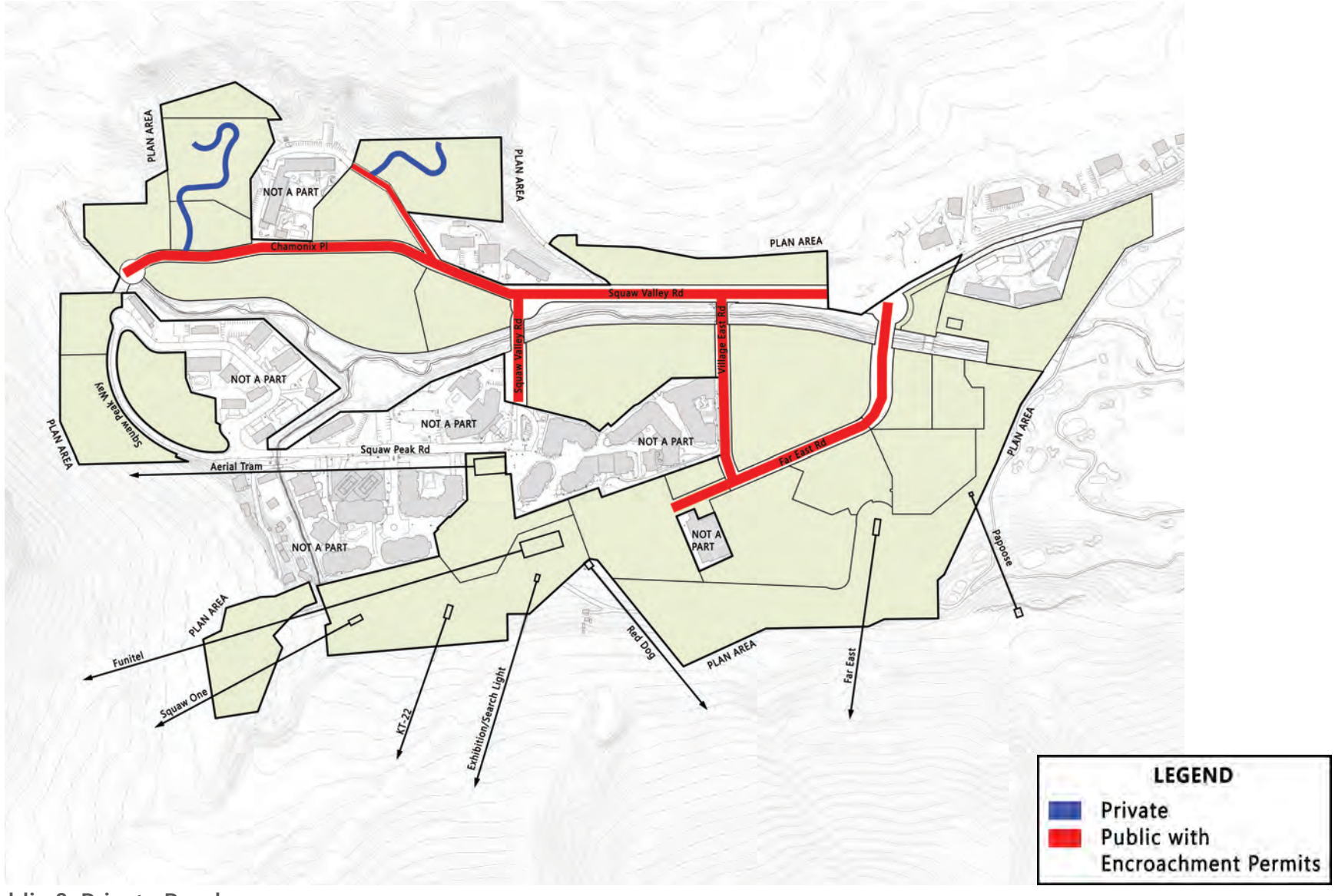


Figure 5.4–Public & Private Roadways
Footnote: All marked roadways to maintained by Squaw Valley Resort, LLC.

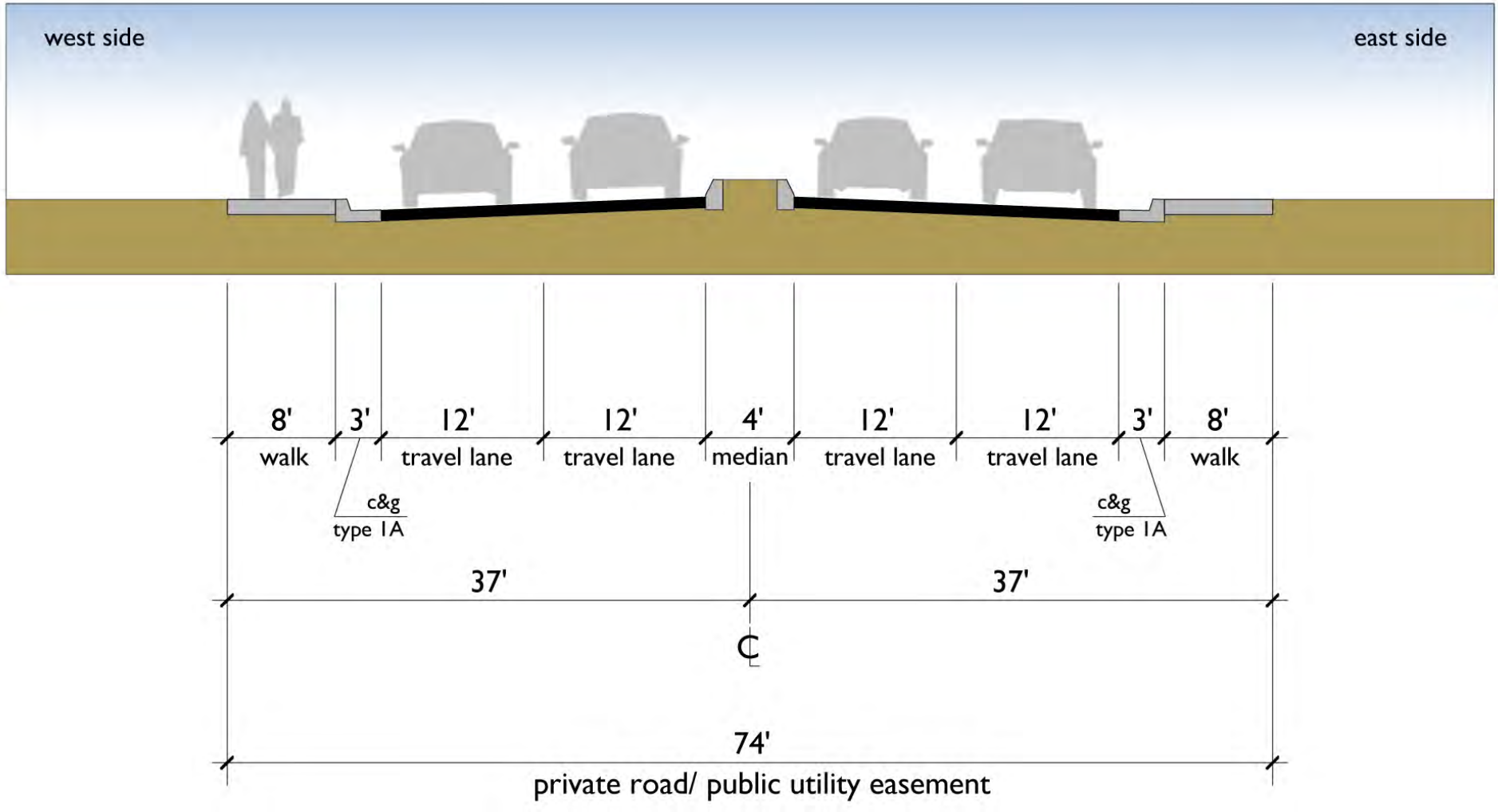


Figure 5.5– Section A: Far East Road
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

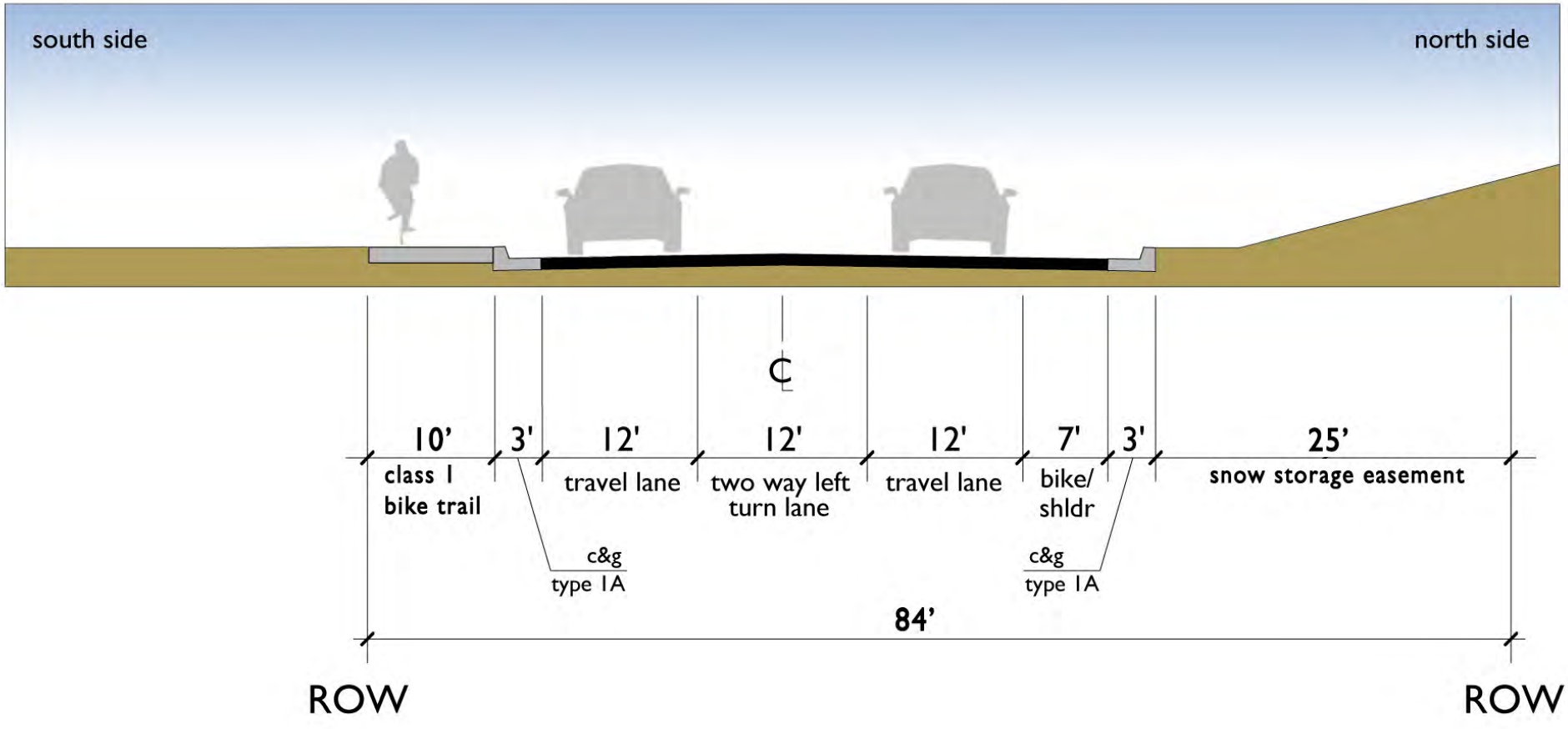


Figure 5.6– Section B: Squaw Valley Road
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

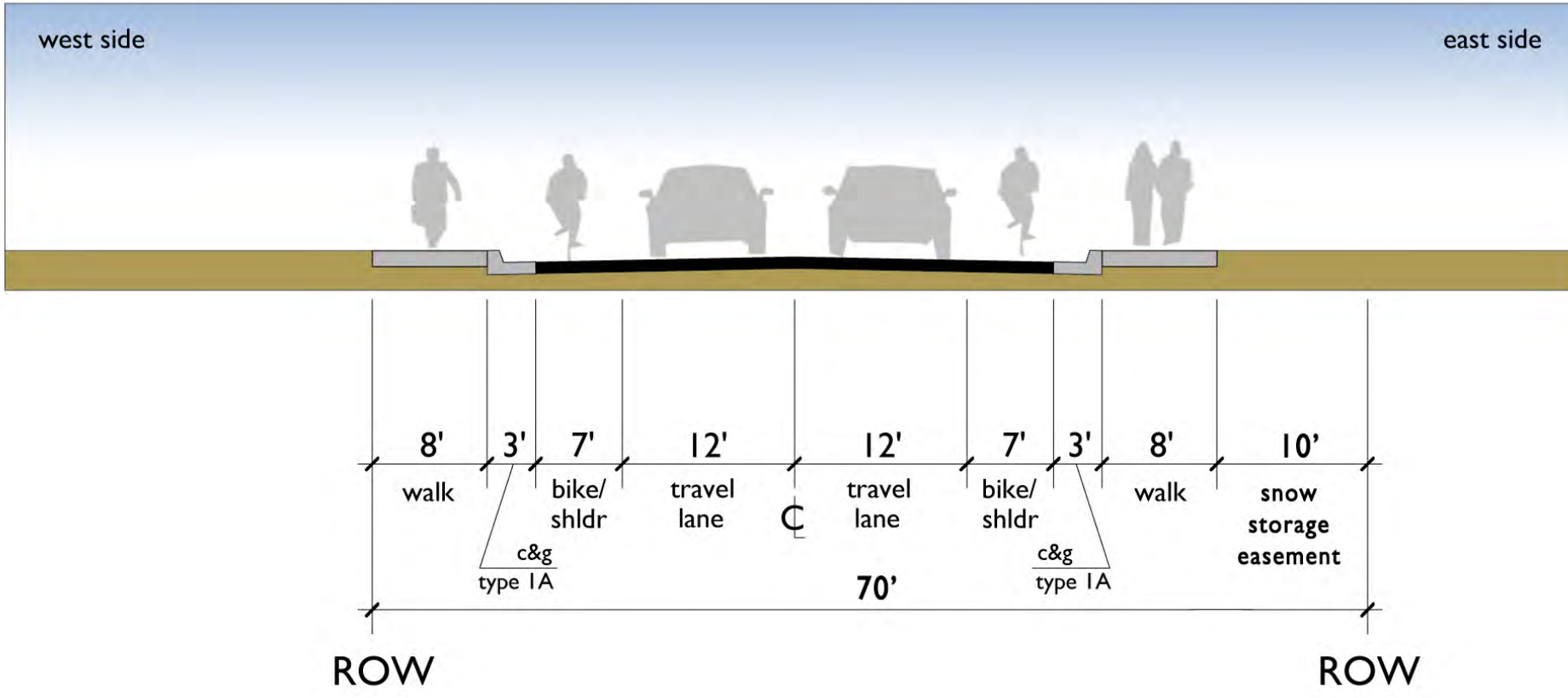


Figure 5.7– Section C: Squaw Valley Road
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

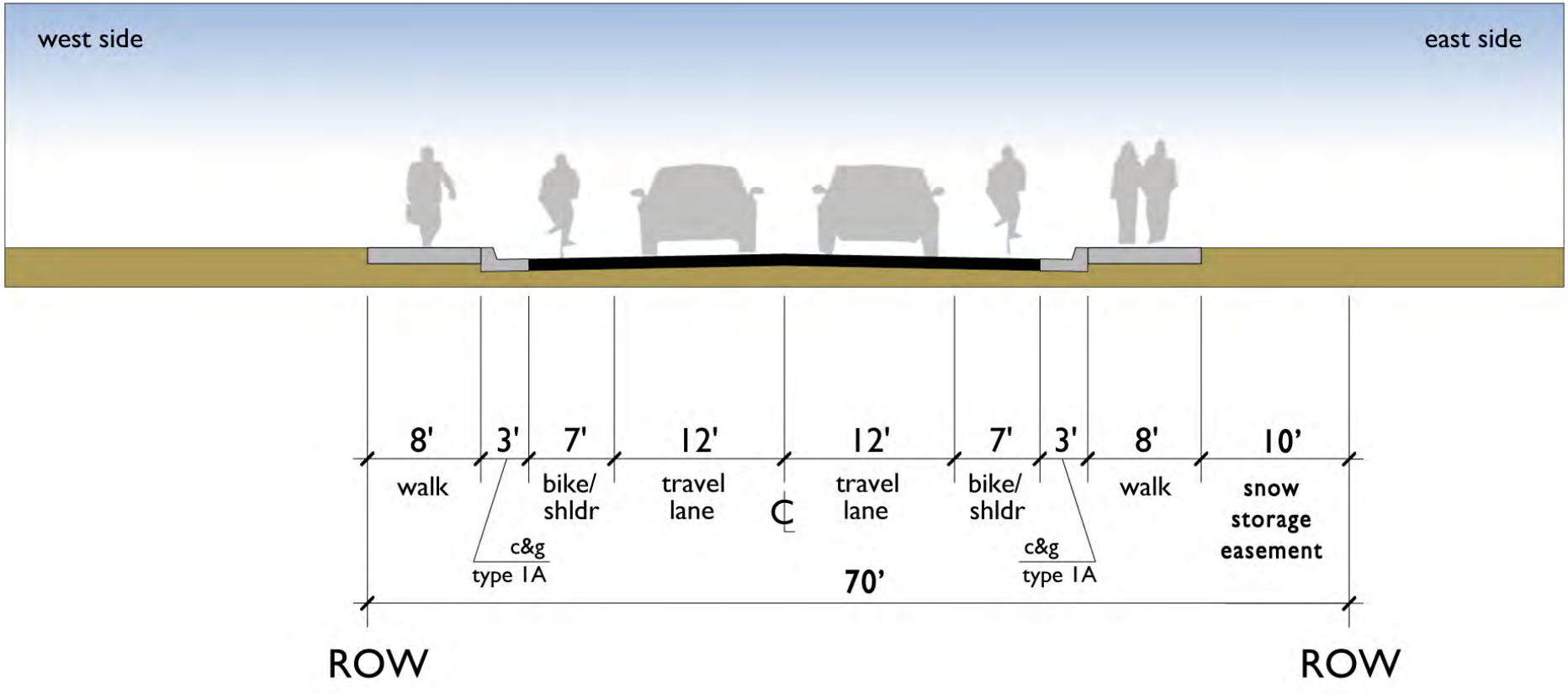


Figure 5.8– Section D: Village East Road
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

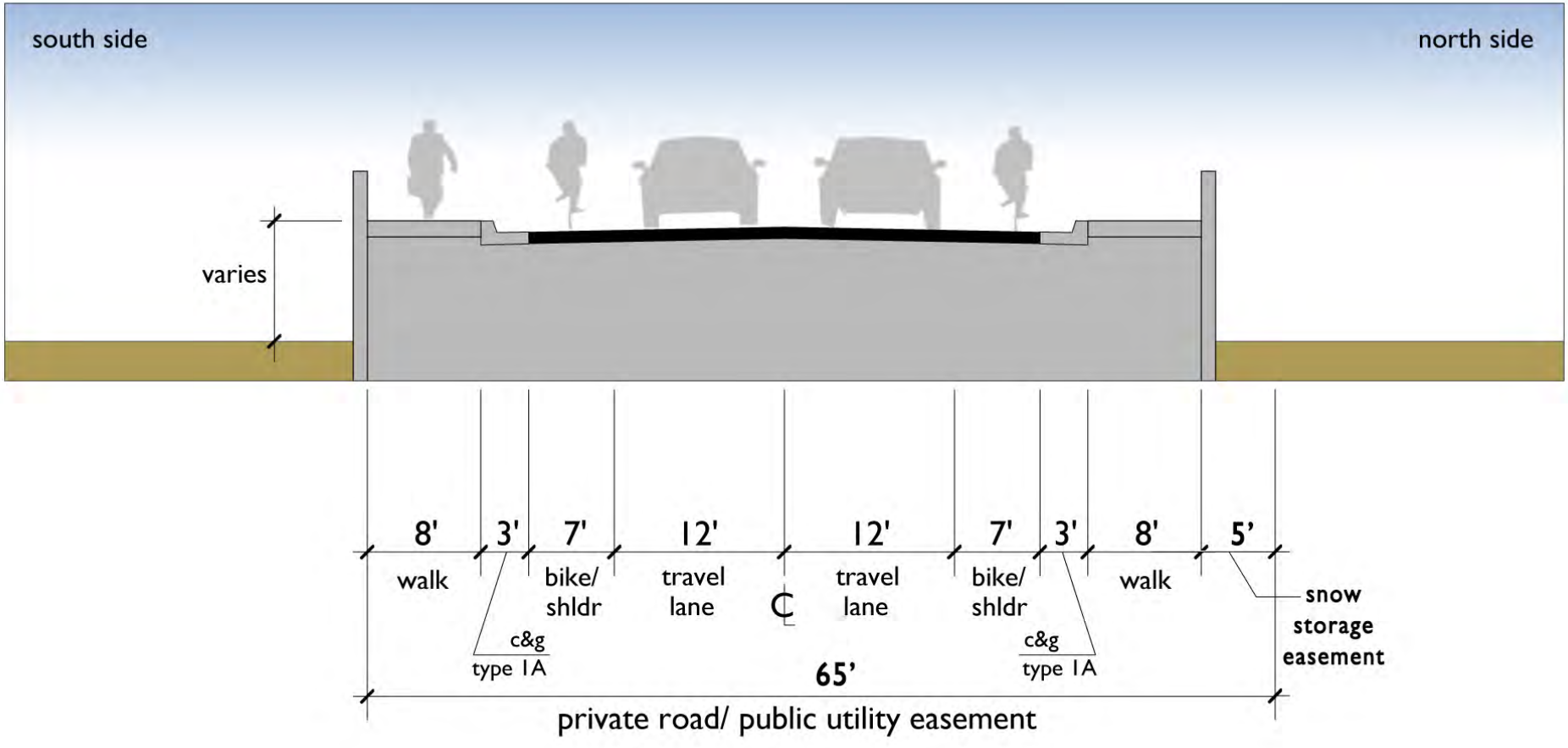


Figure 5.9– Section E: Far East Road
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

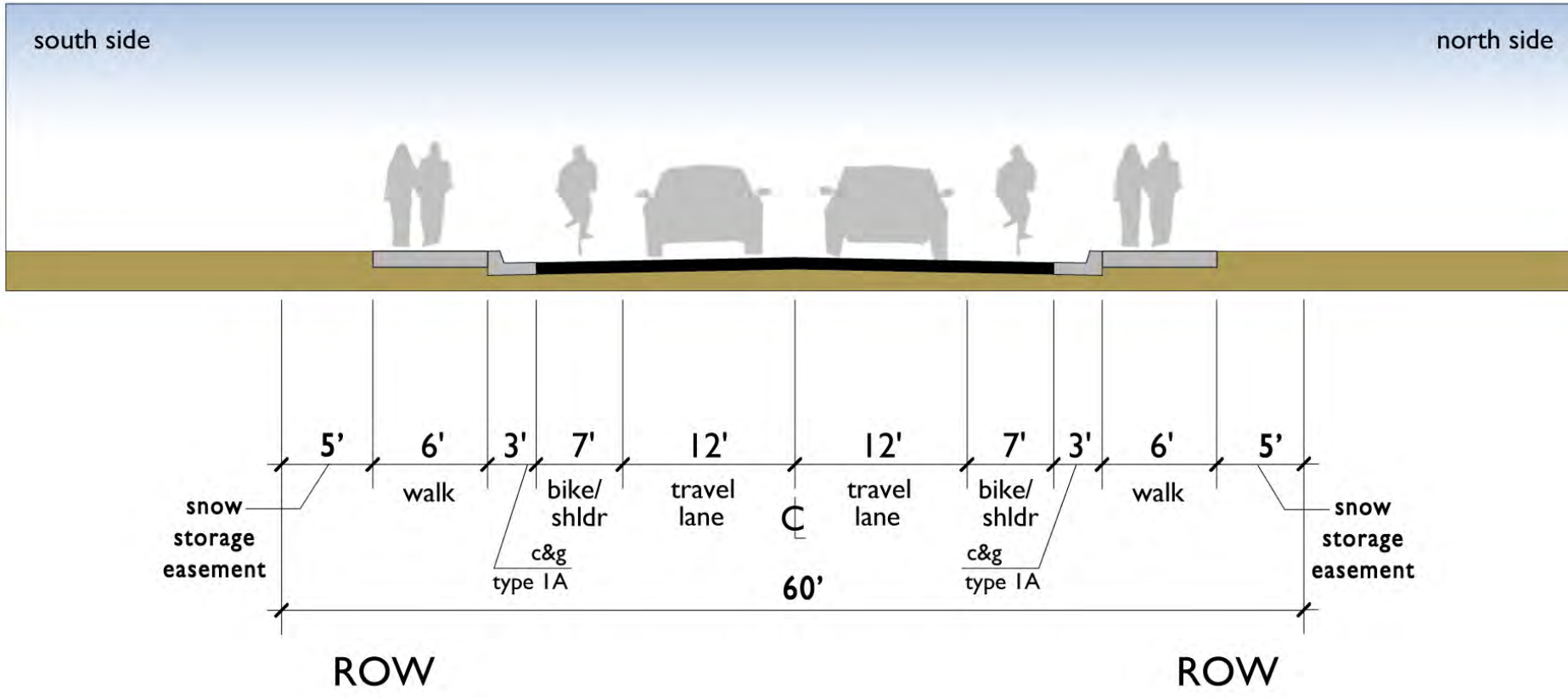


Figure 5.10– Section F: Chamonix Place
Footnotes: (1) The pedestrian walking path can be on either the right or left side of the road; (2) Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

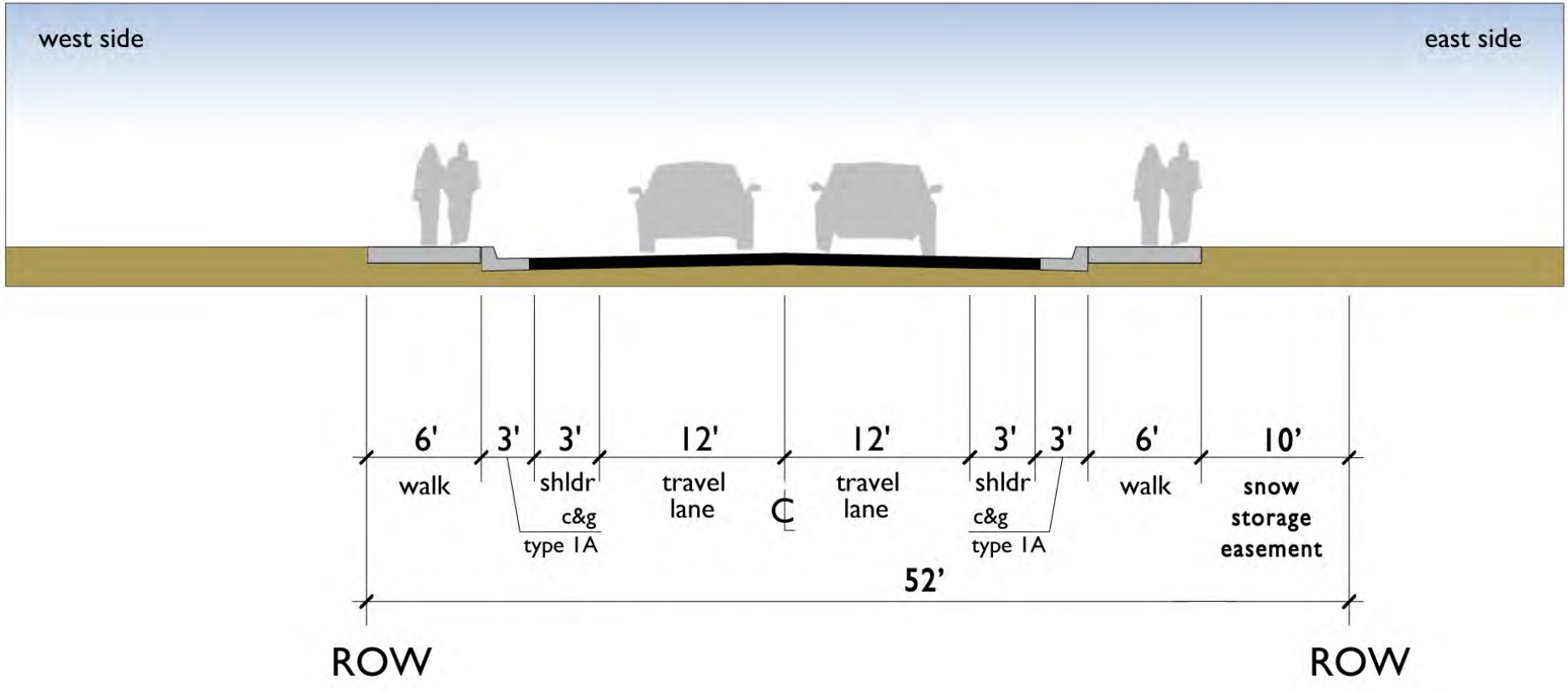


Figure 5.11– Section G: Secondary Road
Footnotes: (1) The pedestrian walking path can be on either the right or left side of the road; (2) Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

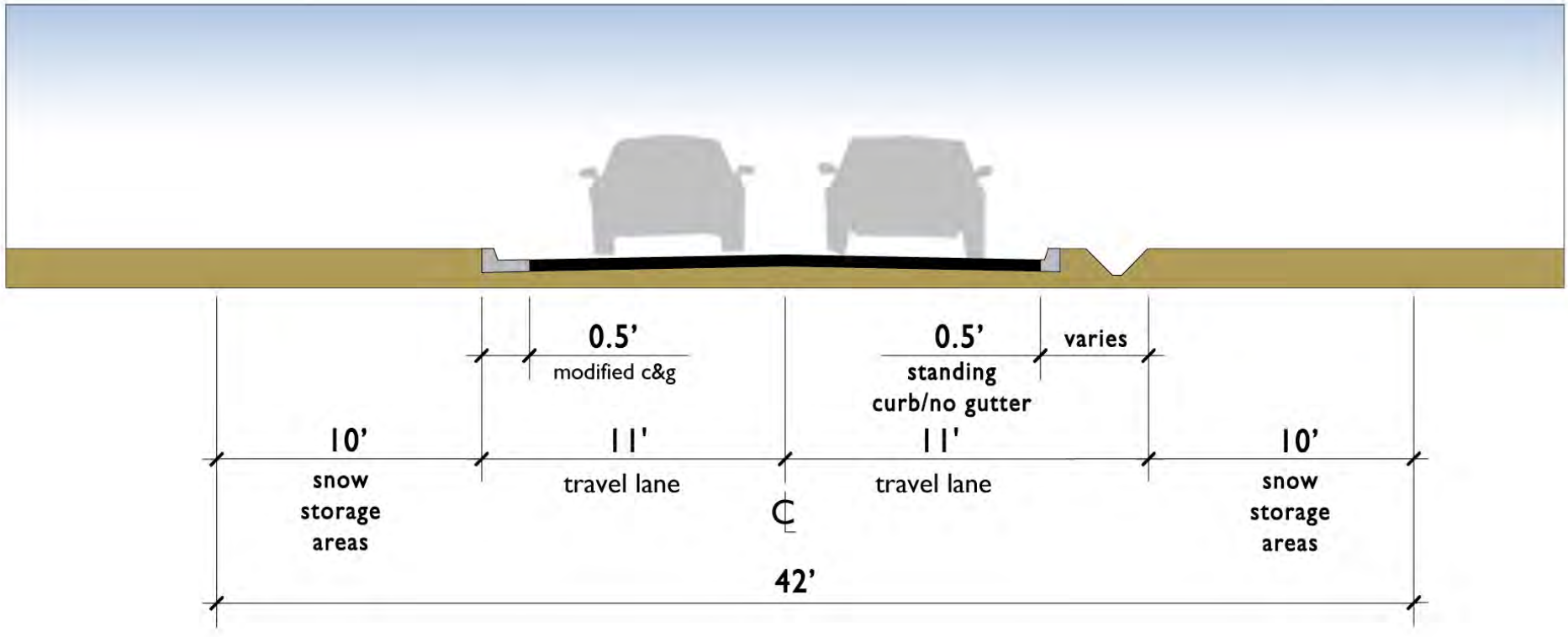


Figure 5.12– Section I: Lane
Footnotes: (1) Roadside ditches may be used in lieu of modified curb and gutter, subject to review and approval by Placer County. (2) A 6' sidewalk or meandering path will be required for commercial or condominium hotel projects developed within parcels served by "Lane" roads; (3) Where adequate space for for snow

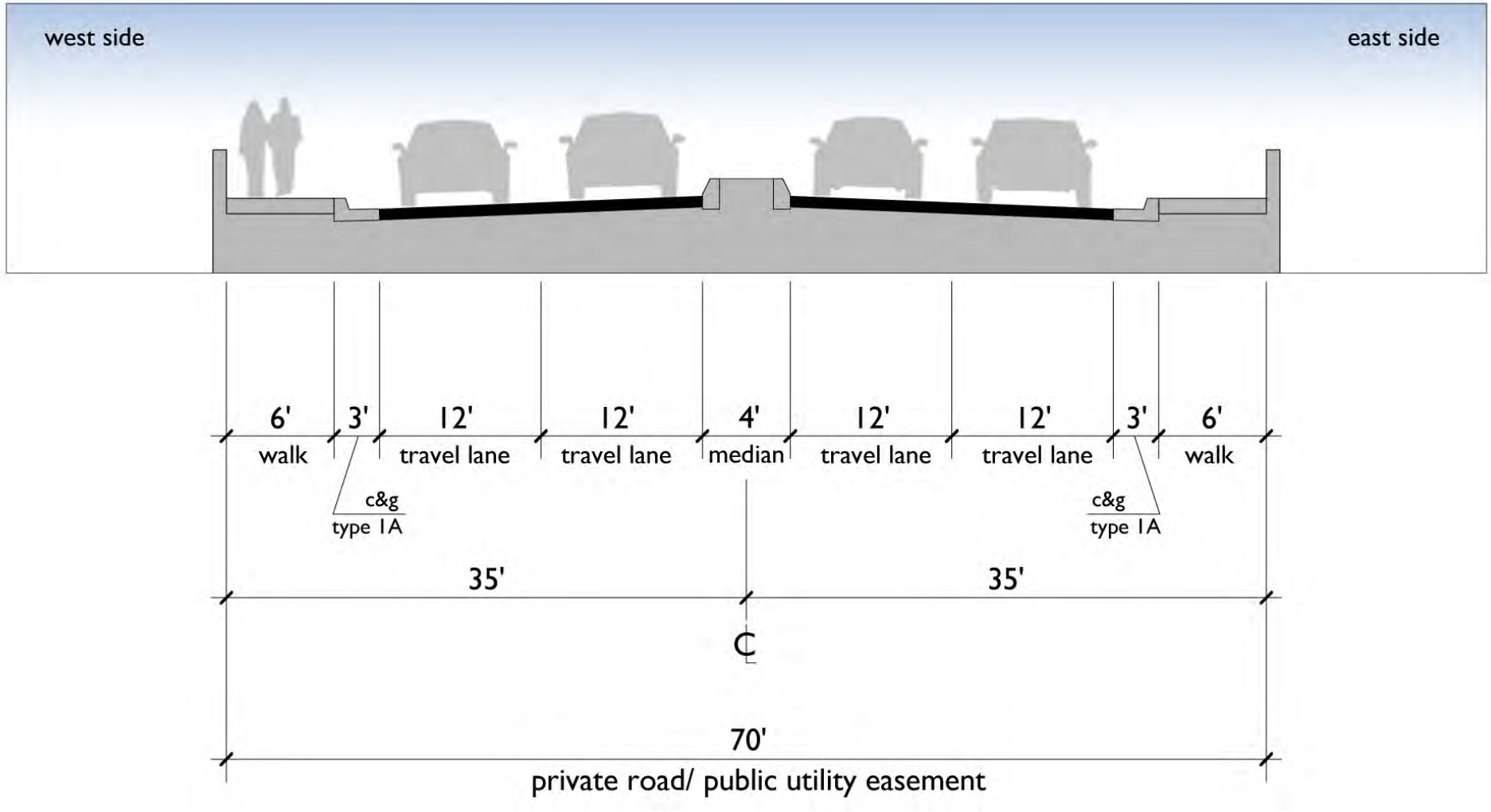


Figure 5.13– Section J: Far East Road Bridge
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

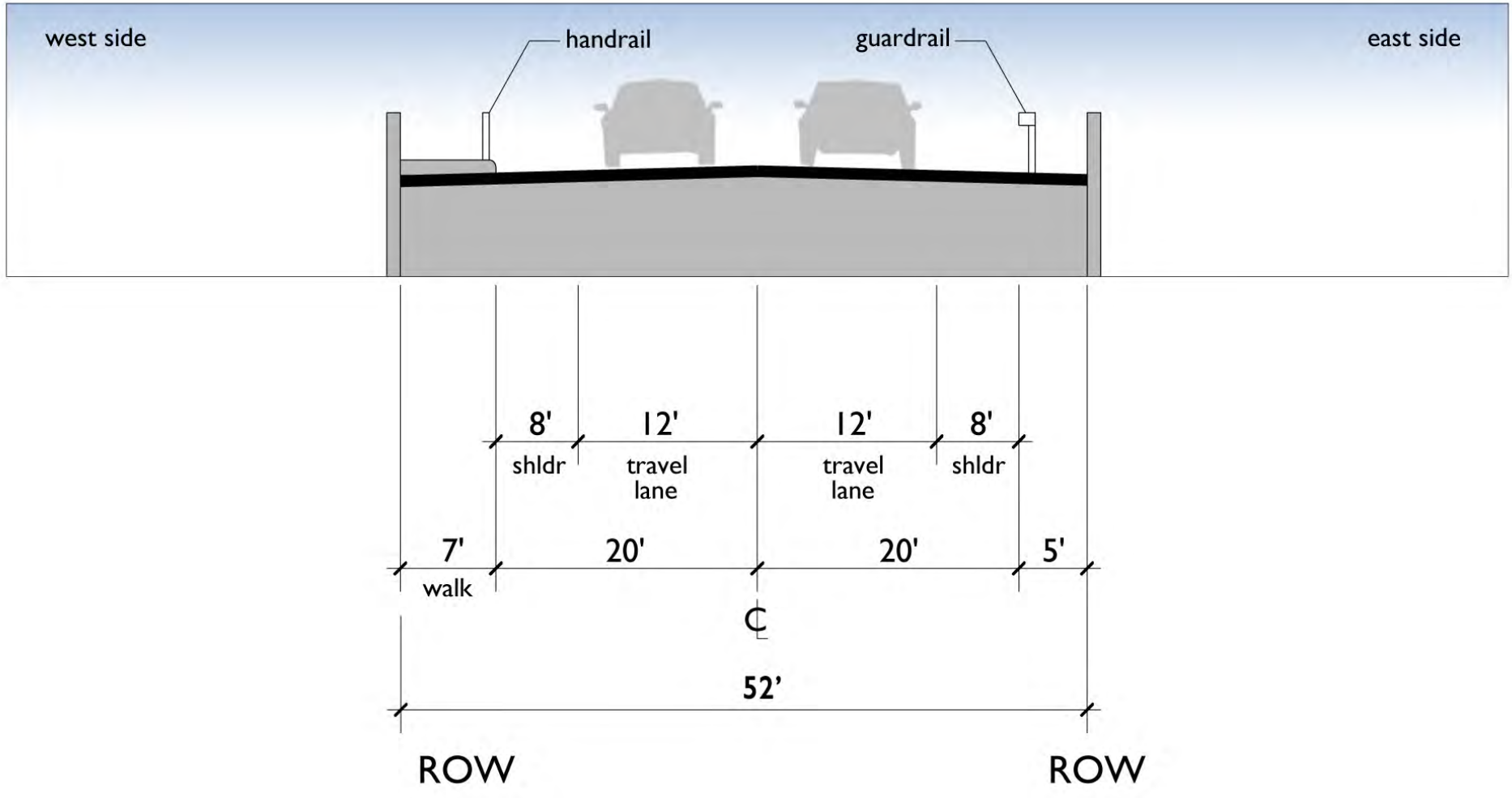


Figure 5.14– Section K: Village East Road Bridge
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

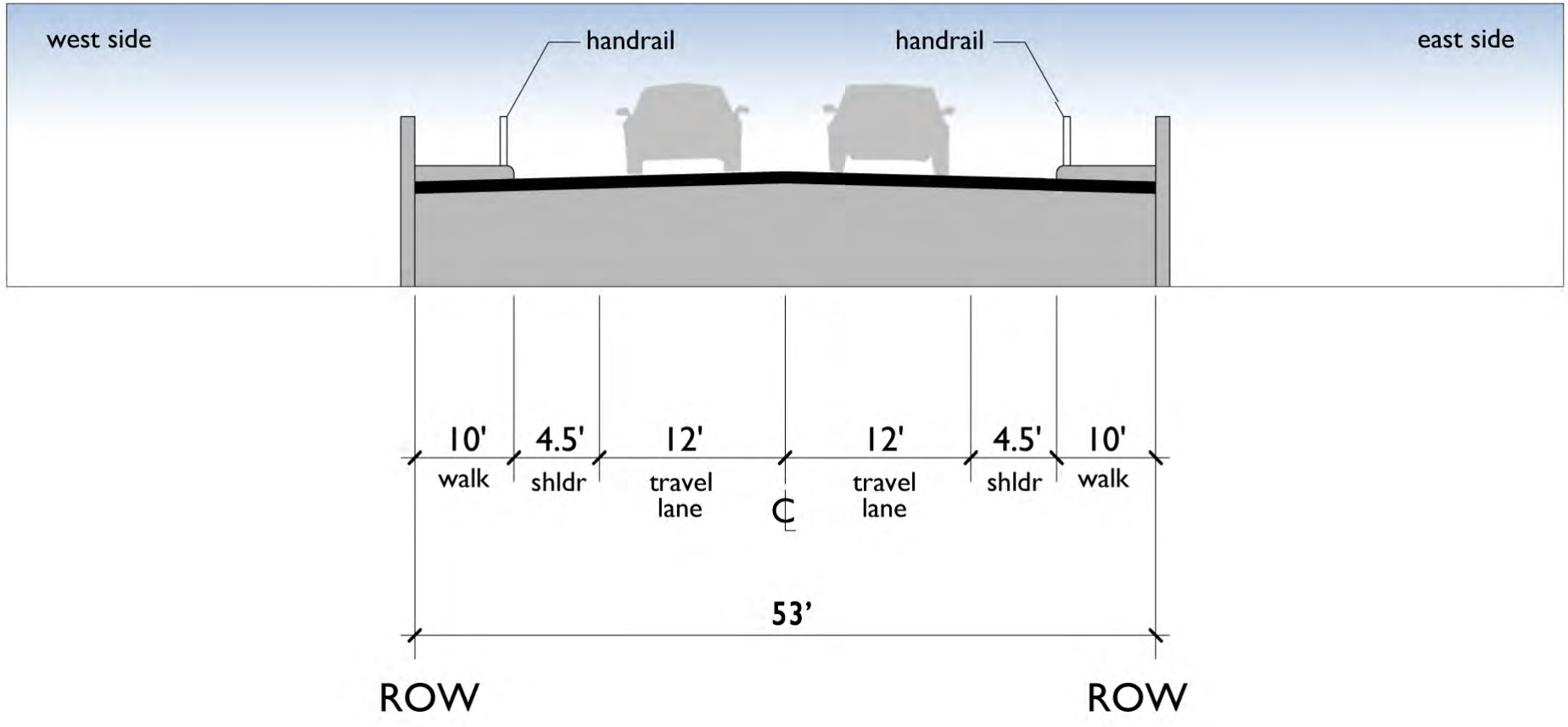


Figure 5.15– Section L: Squaw Valley Road Bridge
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

Figure 5.16– Far East Roundabout
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

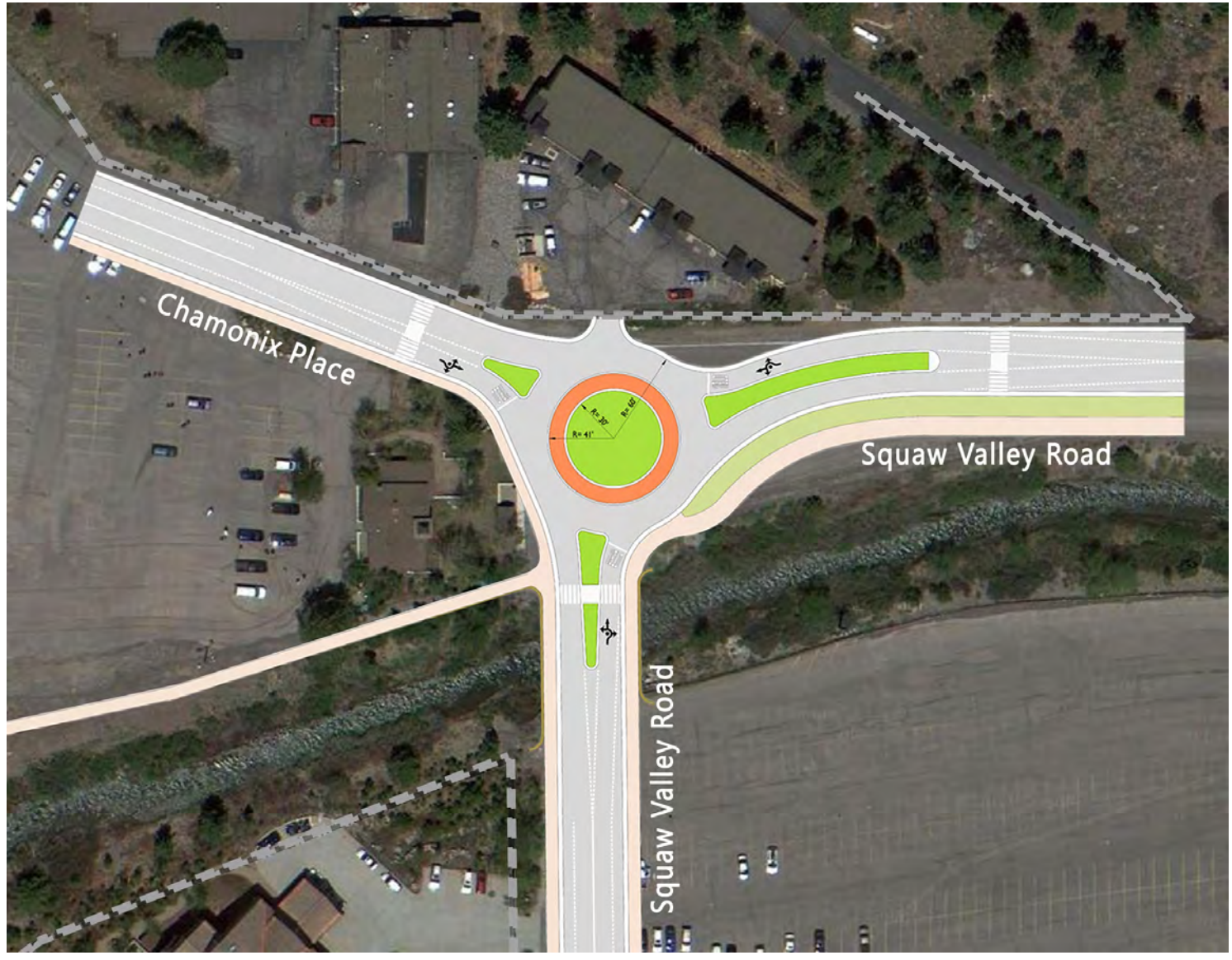


Figure 5.17– Chamonix Place Roundabout
Footnote: Where adequate space for for snow storage is unattainable, an alternative storage location will be identified.

5.5 Bicycle & Pedestrian Circulation Amenities

The Village is a walkable environment organized by a pedestrian network that converges at the Village Core and Snow Beach. This system also is linked to the valley-wide multipurpose path and Granite Chief and Shirley Canyon trailheads.

The existing bike path, currently located on the southern side of Squaw Valley Road east of Far East Road, is extended westward through the Village along the south side of Squaw Creek. There are multiple pedestrian and bicycle connections into the Village core and linked to the Granite Chief and Shirley Canyon trailheads.

Bike racks are provided at main locations throughout the Village as well as at the Shirley Canyon and Granite Chief trailheads and at all major lodging properties. (See Figure 5.18- Bicycle Network).

The material used for the bicycle and pedestrian paths will be plowable, so the paths will be accessible during the winter. Snow removal service on the paths will be funded through a CSA or as part of a direct agreement with the SVPSD.

5.6 Parking

Parking is provided in a variety of facilities:

- Parking beneath the majority of lodging and residential buildings - Parking on individual parcels is primarily provided for guests/residents. Operational vehicles and employees will be accommodated on a space available basis.

- Podium parking structures - Over much of the site, podium parking will be provided for day skiers/visitors, guests of nearby lodging/residential properties, and operational vehicles. In addition, employees will be accommodated on a space available basis.

- Off-site parking - These parking areas are provided on an as needed basis to serve day skier and employee parking needs on busy days and are served by a shuttle bus program. The Lot 4 parking facility near the entrance to Squaw Valley will provide the key off-site parking area for use on peak days by employees and (as needed) by day skiers. In establishing other off-site parking areas, preference will be provided to lots in a regional park-and-ride program or where parking can be shared with other uses (such as schools and marinas) that have space available on peak ski days. As needed to accommodate overall project demand, Squaw Valley will provide new parking facilities.

Parking demand rates have been developed based on existing code, observed parking needs in similar resort areas, and detailed surveys of parking patterns in Squaw Valley as detailed in the Village at Squaw Valley Parking Demand Analysis. Facilities are managed flexibly in response to changes in parking demands,

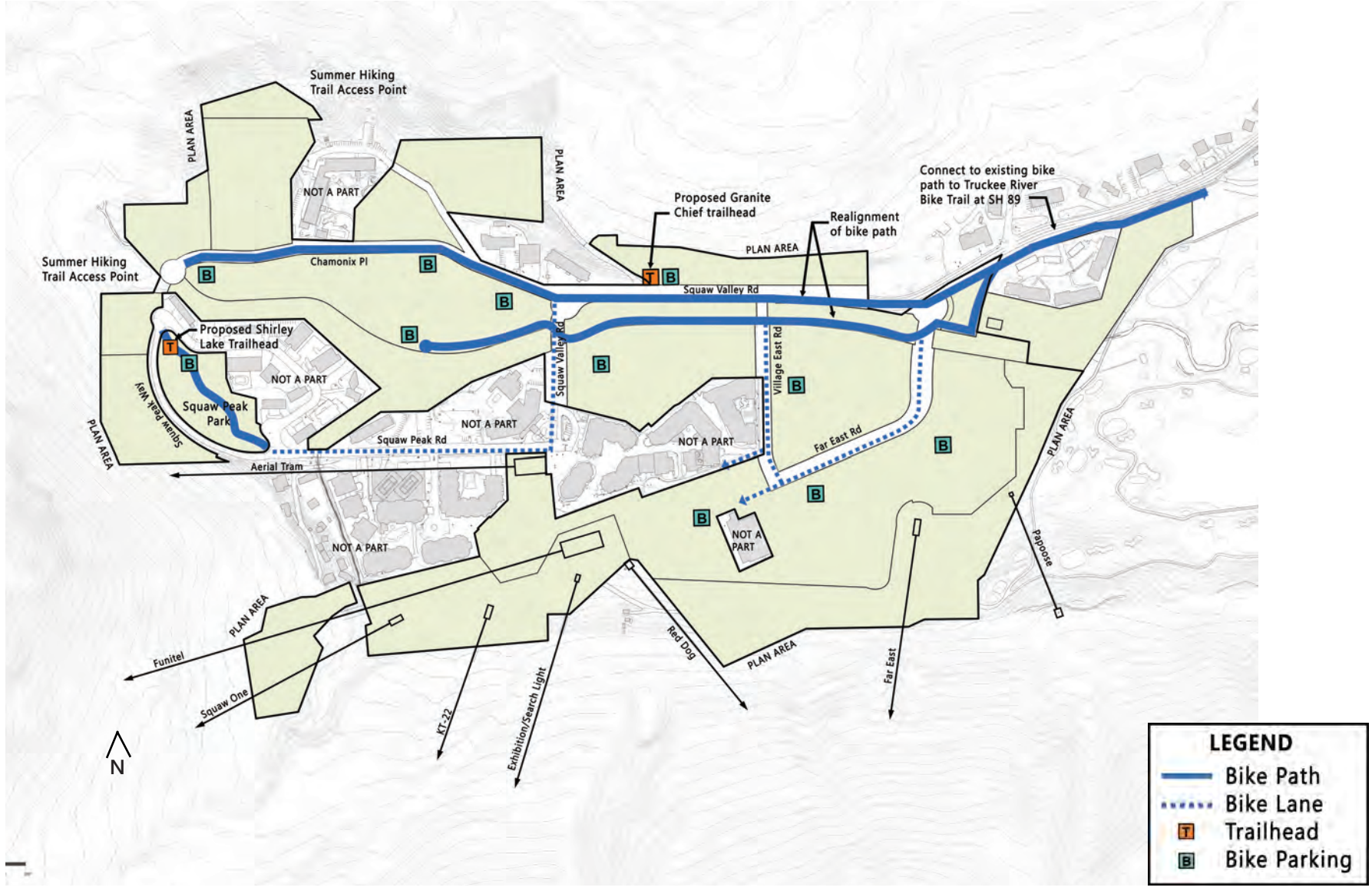
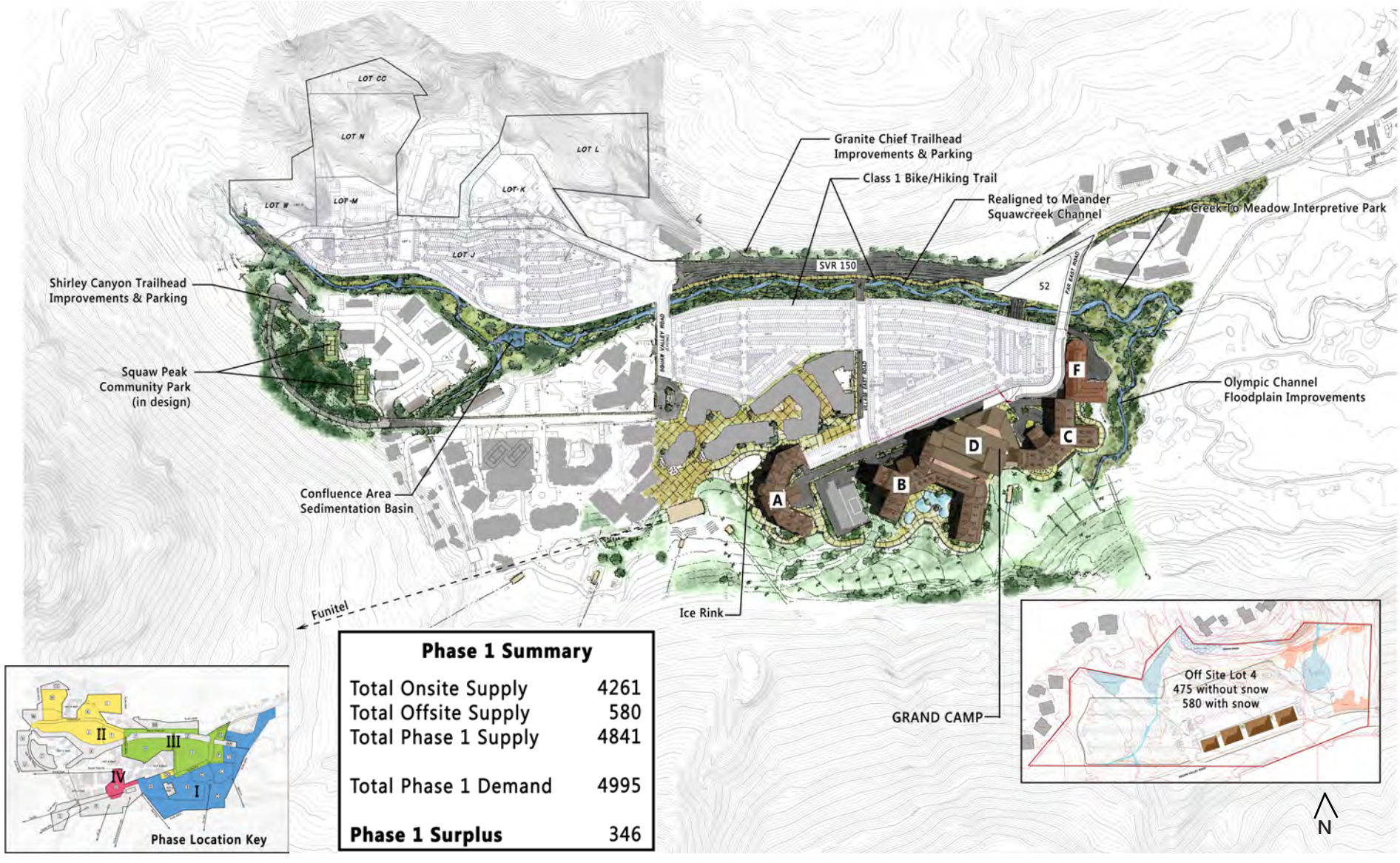


Figure 5.18– Bicycle Network

and in order to accommodate all project parking needs on all but the busiest four days of the ski season.

Parking sufficiency will be met in a progression of phase-by-phase supply to meet the demands created by various land uses. Each of the four phases of the project exhibit a parking surplus as delineated in the four phased parking plans shown on pages 5-27 through 5-30. Sufficiency is met by using built structures in each phase accompanied by existing parking lots in later phases until the development in that later phase changes its configuration to a structured parking environment. Additionally, the provision of surface parking on Lot 4 adjacent to Squaw Valley Road will supplement the onsite supply and will be connected to the Village via shuttle.

On-site day skier parking supply is provided to accommodate all but four of the busiest ski days per year. A review of skier counts for the most recent four years indicates an average (on the 5th busiest day of each year) of 10,678 day skiers. The overall parking supply will be developed to accommodate at least this level of day skiers in any ski season, through all phases of development. It is expected that on the busiest days most or all employees will be required to park at the remote lots, or commute by non-auto modes.



Phase 1 Summary

Total Onsite Supply	4261
Total Offsite Supply	580
Total Phase 1 Supply	4841
Total Phase 1 Demand	4995
Phase 1 Surplus	346

Figure 5.19–Parking Plan - Phase 1

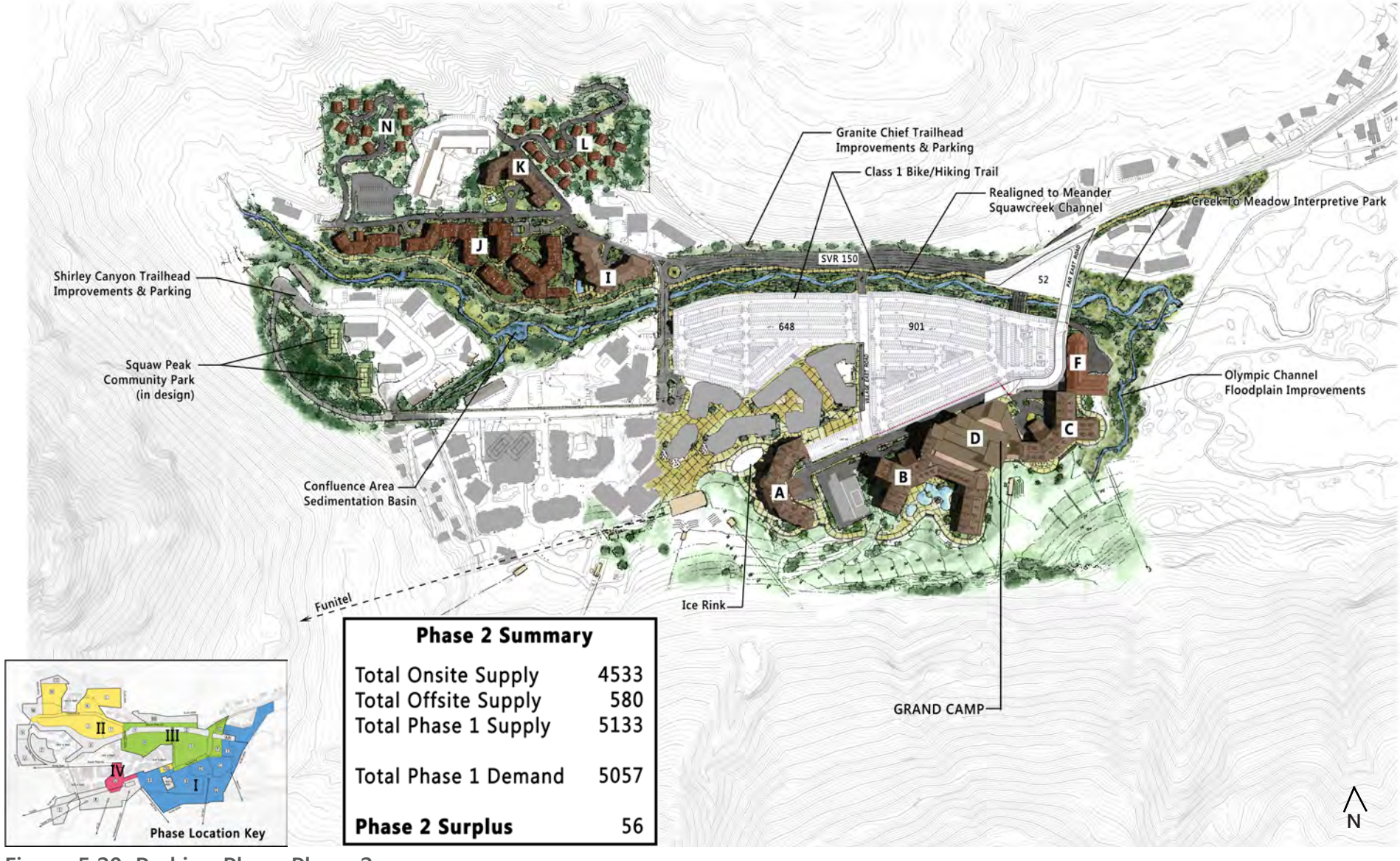


Figure 5.20–Parking Plan - Phase 2
Footnote: Requisite employee housing will be provided over parking on Lot 4.

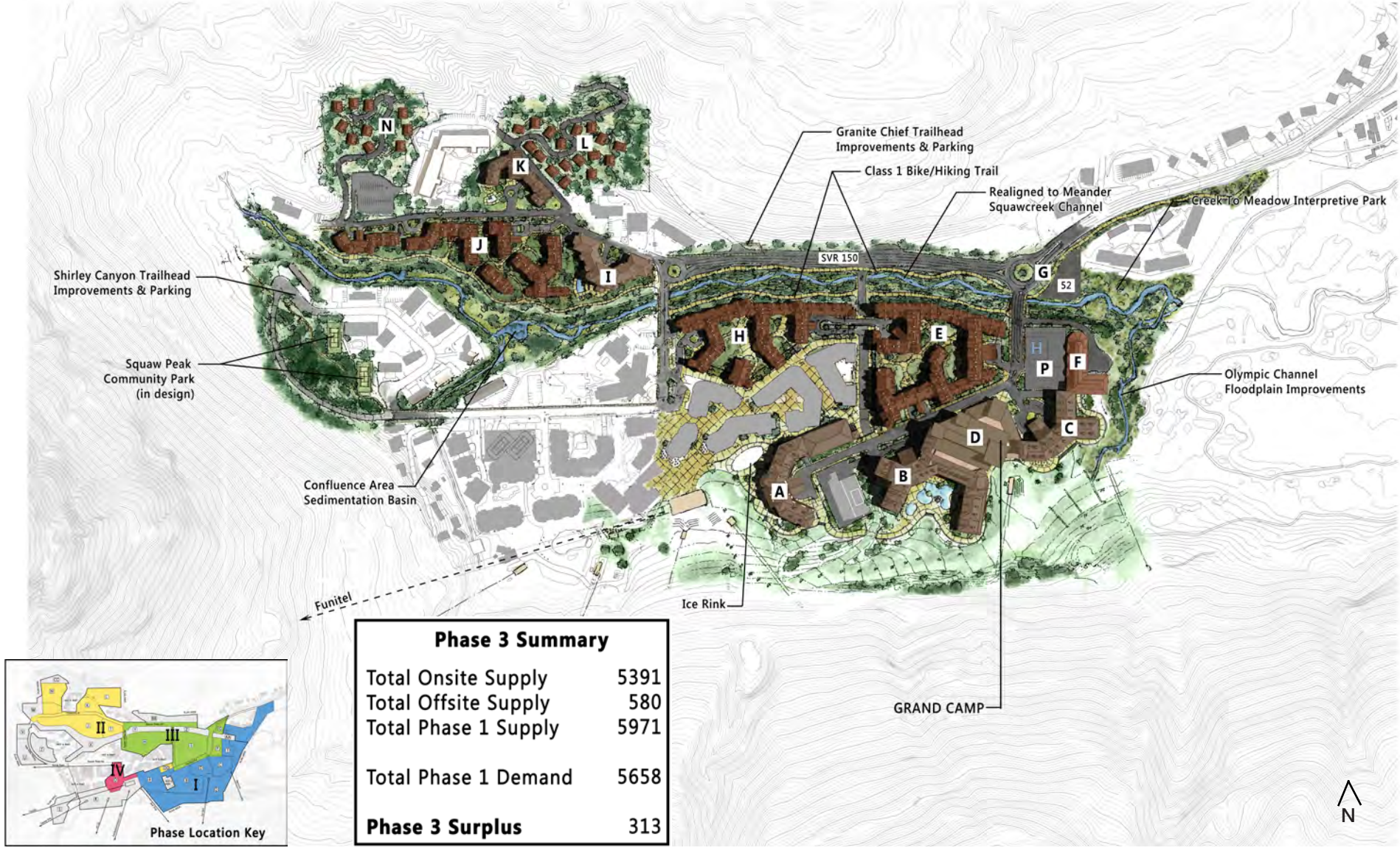


Figure 5.21–Parking Plan - Phase 3
Footnote: Requisite employee housing will be provided over parking on Lot 4.

the primary economic activities, as well as logging and winter recreation. Today, Squaw Valley is best known as the site of the 1960 winter Olympics.

Within the Plan Area, little remains of the Valley's history. Most of the buildings and facilities that were constructed for the 1960 Olympics have been removed or altered. Three buildings retain enough integrity to be considered historically significant—the Nevada Spectators' Center, the California Spectators' Center (now the Members Locker Room) and the Athletes' Center (now the Olympic Village Lodge). These buildings are located in key areas proposed for development, so they would need to be removed.

The Specific Plan celebrates the spirit of the 1960 Olympics by orienting viewsheds toward the mountains that were the key component of Olympic sports, and by creating a resort that is respectful of that history in its design and implementation. In addition, the following policies would contribute toward an understanding of the history of the Valley.

Policy CR-2: If and/0r when the Spectators' Centers and/or Athletes' Center are demolished, significant architectural features and historic artifacts shall be salvaged and prominently displayed within the Village as part of an interpretive exhibit or made available to the appropriate historical society or museum dedicated to preservation and interpretation of data and information from the 1960 Olympics.

Policy CR-3: Artifacts from the 1960 Olympics that are discovered during project development shall be made available to the appropriate historical society or museum dedicated to preservation and interpretation of data and information from the 1960 Olympics.

Policy CR-4: Activities that support the research and interpretation of the history of Squaw Valley, particularly the 1960s Olympics shall be supported. Examples of such activities include:

- Support of interpretive programs developed by a local non-profit group, historical society/organization and/or museum with funding and/or relevant historical materials and/or artifacts; or

- Support of an Olympic Museum through dedication of physical space within the village, staff support and/or funding.

7.6 Climate Change Initiatives

As part of the vision for the Village at Squaw Valley, buildings are to be designed with a strong commitment to sustainable development. As part of the Village, buildings are encouraged and sometimes required to follow specific sustainable design initiatives as described below in an effort to reduce impacts on

global and local climate change and increase the quality of life for residents and guests of the Village. Refer to transportation policies detailed in Section 5.2 for efforts to reduce transportation-related greenhouse gas emissions.

Energy Efficiency

Policy CC-1: All new and remodeled residential, commercial, institutional and civic construction is encouraged to exceed current Title 24 state energy-efficiency requirements by at least 15 percent.

Policy CC-2: All new residential buildings and major renovations are encouraged to meet or exceed the guidelines for the California Energy Star Homes Program.

The Energy Star Program is:

A joint program of the United States Environmental Protection Agency and the Department of Energy. The program establishes criteria for energy efficiency for household products and labels energy efficient products with the Energy Star seal. Homes can be qualified as Energy Star homes as well if they meet efficiency standards. In California, Energy Star homes must use at least 15 percent less energy than the Title 24 regulations, pass the California Energy Star Homes Quality Insulation Installation Thermal Bypass Checklist Procedures, have Energy Star windows and have minimal duct leakage.

Policy CC-3: Residential development of more than 6 units is encouraged to participate in the California Energy Commission's New Solar Homes Partnership (NSHP).

Policy CC-4: New construction of commercial buildings over 10,000 square feet in size is encouraged to incorporate renewable energy generation to provide at least 50 percent of the project's needs.

Policy CC-5: Incorporating on-site renewable energy production, including installation of photovoltaic cells or other solar options installed in appropriate high sunlight locations is encouraged.

Policy CC-6: Selecting a building's orientation, massing and fenestration design to maximize effective daylighting to reduce building energy requirements, without increasing glare and/or electric lighting loads that offset glare is encouraged. The selection and extent of window glazing should vary, depending on the criteria required by the window's location, including solar heat gain, energy performance, daylighting, views and glare factors. Exterior sun controls (including porches, overhangs, trellises, balconies and shutters) may be integrated into the building's fenestration design to effectively admit and block sun penetration as required.

The incorporation of the following sustainable design and construction Principles is either required or strongly encouraged (as noted).

Mechanical Systems

Designing buildings to reduce the reliance on mechanical intervention for the maintenance of physical comfort levels is required. Utilizing an energy Consultant and/or Architect to establish the minimum level of energy efficiency that the Building and its systems will attain is encouraged to lower long-term energy consumption and costs.

Policy CC-7: A high level of individual occupant control for thermal, ventilation and lighting systems should be incorporated. Occupancy sensors and time clock controls should be incorporated into the building's mechanical design to reduce energy usage.

Policy CC-8: The need for air conditioning may be reduced through effective ventilation design and the use of trees and architectural devices for shading. Such designs can reduce heat absorption and maximize exposure to summer breezes by facilitating internal air circulation, effective shading and maximizing exposure to summer breezes.

Policy CC-9: Using CFC-free HVAC & R base building systems is required. Intakes should be located and designed to assure maximum levels of indoor air quality. The use of carbon monoxide monitoring sensors is required.

Policy CC-10: Separating ventilation and plumbing systems for those rooms containing contaminants, such as artist studios, from those in the rest of the building is encouraged.

Policy CC-11: Retaining a Commissioning Agent (a professional qualified to evaluate and certify that a building is designed, constructed and functions in accordance with the Building's specified operational requirements) is encouraged. Owners may choose to have the Commissioning Agent produce a recommissioning manual for the building to assure it continues to meet established standards such as energy conservation and indoor air quality.

Building Envelope

Policy CC-12: The building envelope (which defines the conditioned and unconditioned spaces) should form a continuous insulated barrier and a continuous air barrier. The two barriers are usually formed by different materials. Standard insulation products, such as batt or loose fill products, do not seal against air leakage. For most units, the sheet goods that form the decking, sheathing, and finish materials are the primary air barrier. Seal holes between materials with durable caulks, gaskets, and foam sealants.

Policy CC-13: The use of Energy Star rated windows is required.

Waste Minimization

Policy CC-14: Efforts to reduce construction waste are encouraged. All building projects within the Plan Area are encouraged to recycle or reuse a minimum of 50 percent of unused or leftover building materials.

Indoor Lighting and Appliances

Policy CC-15: It is required that all units utilize ENERGY STAR® rated appliances and the most energy-efficient Energy Star rated water heater and air conditioning systems that are feasible, including but not limited to dishwashers, refrigerators, ceiling fans and washing machines.

Policy CC-16: It is intended that all buildings utilize natural gas, should it become available within the Plan Area, or propane where feasible, for clothes dryers, cooking stoves, heating, central air furnaces, water heaters and/or boilers.

Policy CC-17: Specifying ENERGY STAR® light fixtures that use less energy and produce less heat than traditional incandescent light fixtures is encouraged. A broad range of choices and styles are available through many lighting manufactures, which can be found at www.energystar.gov.

Policy CC-18: Use of compact fluorescent bulbs in recessed can lights is encouraged.

Water Efficient Appliances

Policy CC-19: Utilize water-conserving appliances and plumbing fixtures. The following average flow rates shall be met by installing high-efficiency fixtures and/or fittings:

- Lavatory faucets must be </= 2.0 gpm
- Showers must be </= 2.0 gpm
- Toilets must be </= 1.3 gpf

Policy CC-20: Utilize flow restrictors and/or reduced flow aerators on lavatory, sink and shower fixtures.

Policy CC-21: Commercial buildings are required to utilize automatic fixture sensors and low-consumption fixtures.

7.7 Air Quality

The Plan Area is located within the Mountain Counties Air Basin, which is designated non-attainment for federal 8-hour ozone standards and PM2.5, and State ozone and PM10. The Plan Area is under the jurisdiction of the Placer County Air Pollution Control District, which is responsible for monitoring and regulating air pollutant emissions from mobile, stationary and indirect sources within the County. The Plan Area shall comply with the regulations of the Placer County Air Pollution Control District.

The Specific Plan includes several features that would minimize project emissions. Vehicle emissions are a primary source of air pollutants. As discussed in Chapter 5, the Specific Plan would reduce reliance on vehicles and the resulting vehicle emissions in several ways. First, the plan emphasizes pedestrian circulation by providing ample sidewalks and paths between key destinations, particularly between parking and ski operations. The Village is designed to be compact and to provide lodging and related amenities, restaurants, ski facilities, and other recreational facilities in close proximity to one another so that visitors can park once and access everything they need on foot. In addition, the plan provides easy access to ski facilities and other amenities by transit, through provision of new transit services as well as a new transit center. These factors will reduce the number of vehicle trips generated by project visitors.

As discussed in more detail in Chapter 7.6, Climate Change Initiatives, the Specific Plan includes a number of measures that would reduce energy consumption in order to minimize the emissions of greenhouse gasses. Most of these measures would also benefit air quality by reducing air pollutants generated by stationary sources (e.g., boilers, HVAC systems) and appliances.

The following policies would further minimize air pollutant emissions:

Policy AQ-1: No wood-burning stoves or fireplaces shall be installed in residential or transient units.

Policy AQ-2: Gas lines or propane devices shall be installed in backyard and patio areas to be used for outdoor cooking appliances or bar-b-ques.

Policy AQ-3: All plan construction and development shall comply with Placer County Air Pollution Control rules and regulations.

Please also see Circulation Policies in Section 5.2.

7.8 Snow Storage

The project includes provisions for snow storage to maintain vehicular and pedestrian accessibility within the Plan Area. Areas designated for accessibility include streets, uncovered parking, commercial, residential areas, pedestrian, bikeways and emergency vehicle accesses. The snow storage plan includes a

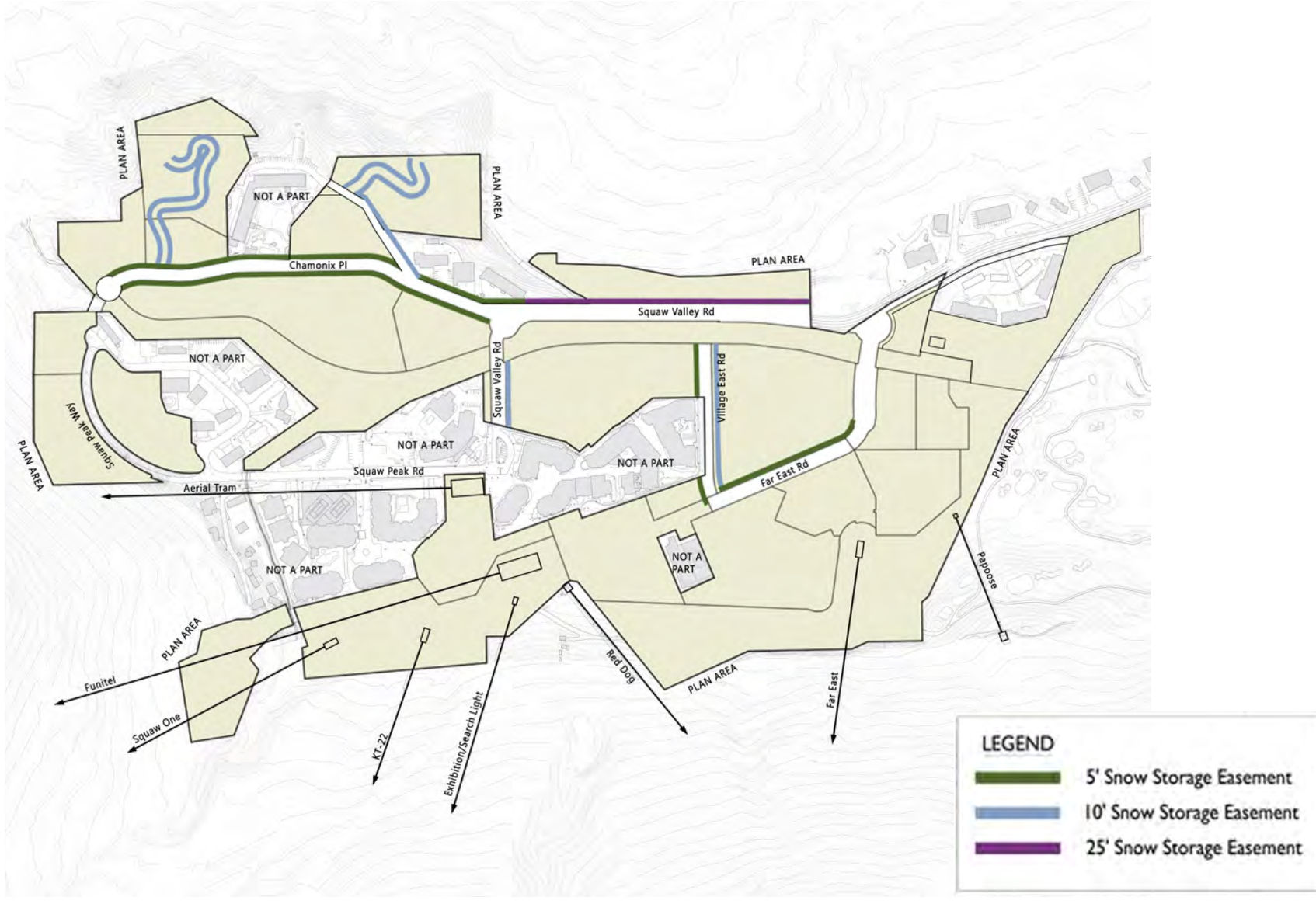


Figure 7.7– Snow Storage Easements

Footnotes: (1) Where adequate space for for snow storage is unattainable, an alternative storage location will be identified; (2) The Snow Storage area north of Squaw Valley Road is only for Squaw Valley Road snow storage.

number of solutions including in situ locations, snow melt, on-site storage and relocation, and off-hauling (See Figure 7.7).

In situ locations refer to natural areas/open space, rooftops, landscape areas and areas between buildings/structures that do not require access. Snow melt practices will be used in areas that are determined to require high accessibility per each individual project. Potential on-site storage locations include areas adjacent to roadways, open space/non-winter recreation areas, between buildings and other specific designated snow storage areas. Off hauling of snow may be utilized when warranted and is highly dependent upon the snow conditions within any given snow season. Snow will be hauled off to various off-site locations within 20 miles of the project, inlcuding Cabin Creek Landfill, that properly impose appropriate SWPPP & BMP programs. Snow storage areas will comply with LRWQCB standards including waddles, silt fences, etc. as necessary.

Policy SS-1: Conduct snow storage and removal operations to maintain public safety for vehicular and pedestrian accessibility.

Policy SS-2: Prior to recordation of a final map, a snow storage plan shall be approved, demonstrating that snow storage areas provided are consistent with the requirements outlined in the SVGPLUO.

Policy SS-3: Incorporate elements that ensure snow melt does not degrade water quality in Squaw Creek in compliance with the Regional Water Quality Control Board standards and the Basin Plan.

7.9 Avalanche Hazards

The Plan Area is surrounded by steep mountains, and some areas are prone to snow instability and avalanches, particularly during or immediately after heavy precipitation. The General Plan prohibits the placement of buildings or winter parking in high hazard zones and restricts development within potential hazard zones. The County Code requires that new buildings in potential hazard zones (defined as having an occurrence probability of greater than one chance in 100 per year) be constructed to prevent damage from avalanches.

An avalanche path and runout delineation was prepared for the Village and surrounding area, based on analyses of recent and historic aerial photographs, terrain and forest cover, vegetation cover, and weather and climatic conditions; review of large historic avalanche events; and empirical analysis of runout distances. Several potential avalanche paths were identified and are shown in Figure 7.8. Two hazard zones are identified:

Red (High Hazard): Areas where avalanches that could damage standard wood-frame structures and/or bury automobiles are expected to occur with a probability of one chance in 20 per year.

Blue (Moderate Hazard): Areas where avalanches that

could damage standard wood-frame structures and/or bury automobiles are expected to occur with a probability of less than one chance in 20 per year, but more than one chance in 100 per year.

Within the Plan Area, the High Hazard zone is confined to areas that are proposed to be designated Village-Conservation Preservation or Village-Forest Recreation. No structures would be placed in these areas. The Moderate Hazard zone does extend into areas that could be developed in several locations--the Red Dog path on the south, the Poulsen Gully path on the east, and the Tram Face path on the east. Any structures in these areas shall be designed and constructed to withstand the 1 in 100 chance avalanche.

The Squaw Valley Ski Patrol regularly monitors avalanche hazards and implements avalanche forecasting and prevention measures on an ongoing basis, such as triggering small slides to reduce excessive buildup of snow. In addition, access to high risk areas can be limited when needed.

The following policies would ensure that people and structures within the Plan Area are not subjected to substantial risk of injury or damage from avalanches.

Policy AH-1: No structures or winter parking areas shall be permitted in High Hazard avalanche areas.

Policy AH-2: All structures constructed in areas identified as subject to a Moderate potential avalanche hazard shall be designed to withstand avalanches, consistent with the Placer County Code.

Policy AH-3: Outdoor gathering spaces, paths, and trails within the potential avalanche hazard zone shall be designed so that access to those areas can be quickly and easily prohibited when there is a high risk of avalanche.

Policy AH-4: Development shall cooperate with the Squaw Valley Ski Patrol as needed to disseminate information about avalanche risks and to limit access to areas that are considered to be of heightened risk of avalanche due to weather conditions.

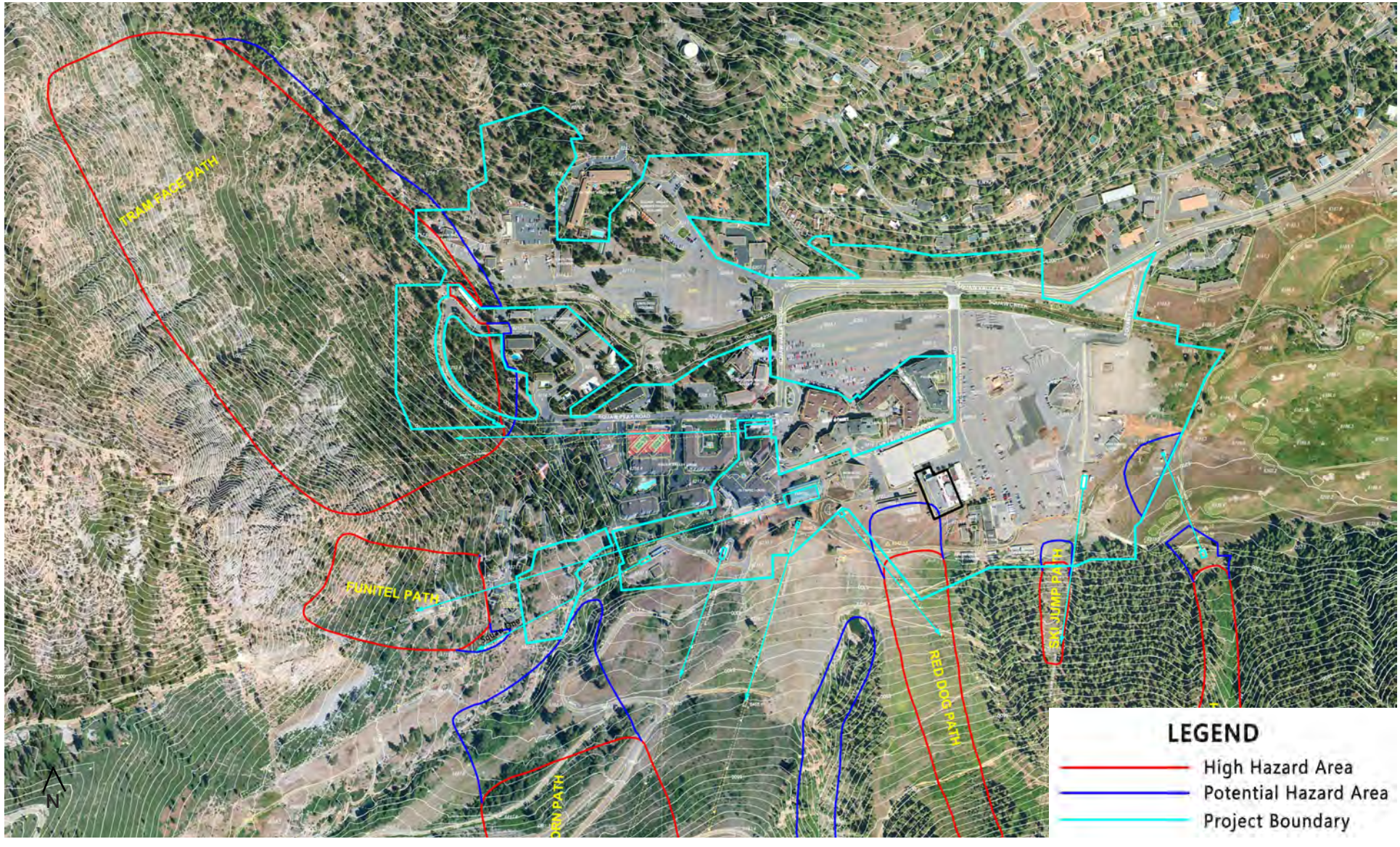


Figure 7.8– Avalanche Hazards

7.10 Aesthetics & Scenic Resources

Designated as a scenic roadway, Squaw Valley Road offers spectacular views of a high Sierra landscape. As Squaw Valley Road approaches the Plan Area from the east, it offers a dramatic vista into the open alpine meadow environment of the Olympic Valley and the surrounding peaks beyond. The summits of Snow King, KT-22, Squaw Peak and the rocky cliff topped by the Squaw Valley aerial tram (Cable Car) frame the western end of the Valley, with the Village and the adjacent Specific Plan areas situated at the base of this mountain panorama. East of the Village, Squaw Creek meanders through the Valley floor en route to the Truckee River.

Development on the Valley floor is currently concentrated in the existing Village and parking areas to the west, with the open meadow area to the east, and the Resort at Squaw Creek at the southeastern edge. Outside of the immediate Village vicinity, residential and lodging development has been kept to the forested hillsides at the edges of the Valley, preserving the open east-west viewshed along the Valley floor. This Specific Plan sustains this development pattern in its zoning and land use plans, assigning almost all development to areas that have been previously developed or disturbed. The Specific Plan outlines a phased expansion of the Village resort core to infill the current parking areas in order to create a pedestrian-oriented alpine village. This Specific Plan sets development against the thousands of feet of mountain scenery rising behind it, with the taller accent buildings and its massing designed to orient views from the eastern end of the Valley and from within the resort area itself.

The Plan Area is immediately adjacent to the mountain-themed residential lodging buildings, functionally-designed lift buildings, and wood frame, alpine-styled skier services buildings. The Design Guidelines component of the Specific Plan describes an architectural style rooted in western mountain building traditions and materials. This style is compatible with the wood-frame buildings of the original ski resort and integrate the mountain village style of the Intrawest buildings, fostering a more consistent Village design vocabulary.

Goal SR-1: Design and implement development of distinctive architectural character and quality that respects the natural and cultural setting.

Goal SR-2: Protect views of the mountains and other scenic resources from public roads, recreational areas and surrounding residences.

Policy SR-1: Provide visual access to the principal views of the mountain peaks and hillsides to reinforce the connection of the Village to the mountain environment.

Policy SR-2: Protect and enhance scenic corridors through such means as sign control, undergrounding utilities, scenic setbacks and open space easements.

Policy SR-3: Provide for landscaping and/or landscaped mounding where desirable to maintain scenic qualities and screen unsightly views.

Policy SR-4: Encourage the development of trails and bike paths along scenic routes.

Policy SR-5: New lighting shall be designed to limit minimize glare and light pollution.